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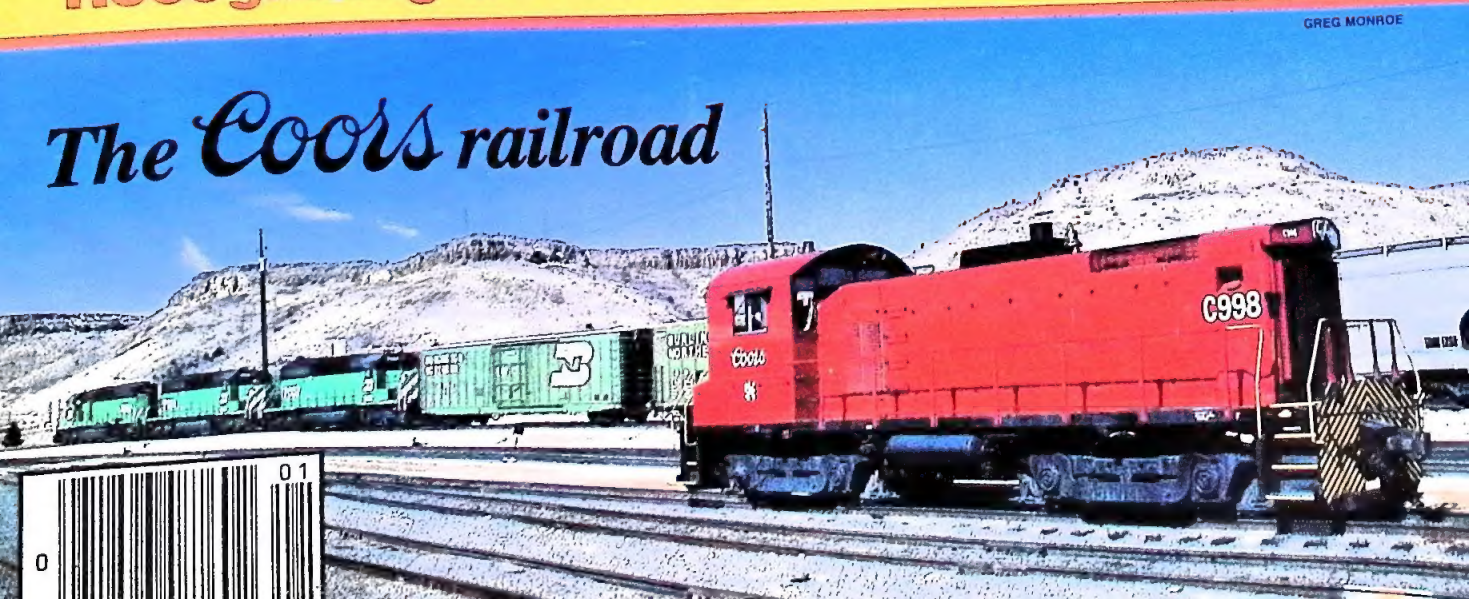

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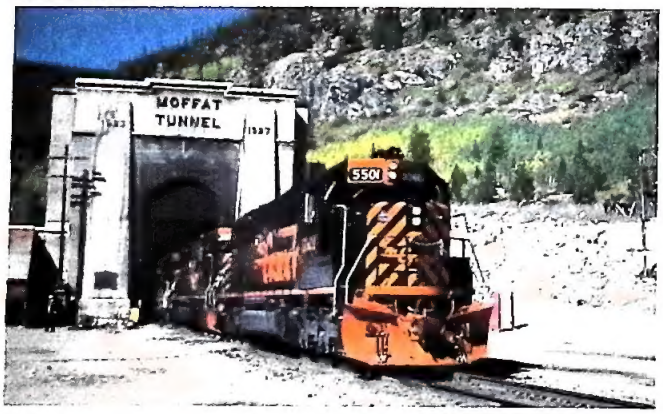

ELECTRO-MOTIVE has delivered 17 SD50s to the D&RGW; here 5501 and 5502 exit Moffat Tunnel on September 18 with freight 742. Three railfan/employees set up this night shot of the SD60 demonstrators in the La Grange, Ill., plant; see page 33.

STEAMTOWN, U.S.A., began operations on the former-DL&W main line out of Scranton, Pa., on September 1, 1984. Three weeks later ex-CPR 4-6-2 2317 was romping up the 1.2% line near Elmhurst; see page 32. Meanwhile, in Vermont, the Vermont Historical Railroad ran excursions on the Green Mountain Railroad between Bellows Falls and Chester—Steamtown's old turf—with a GMR RS1 and former-Rutland cars. Below was May 26, 1984.

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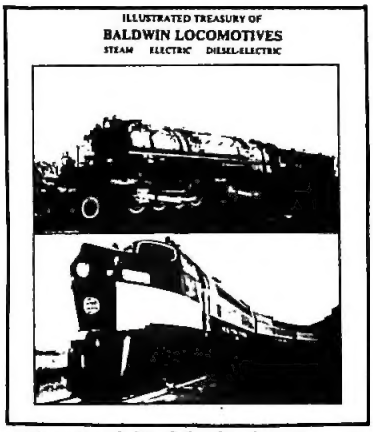

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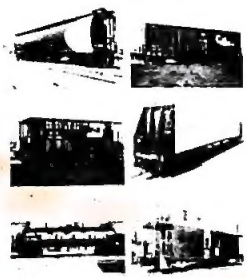

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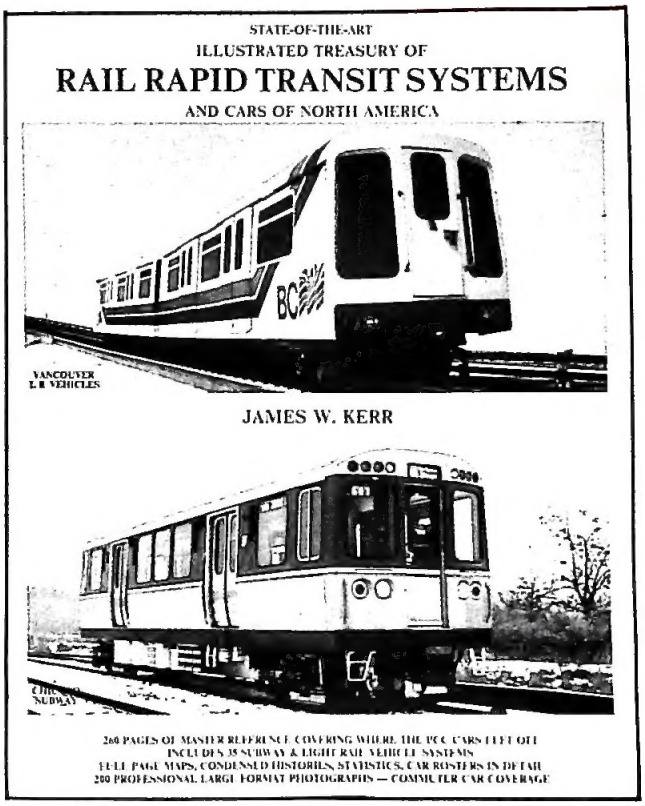
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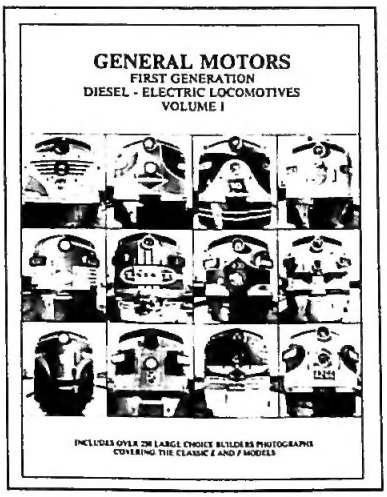
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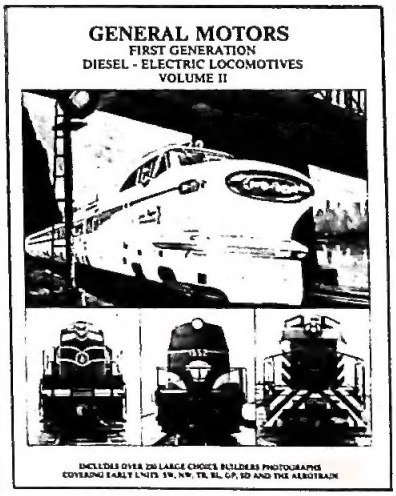
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Octoraro coverage

Frankly speaking, I was surprised to see yet another story about the already overdone Octoraro Railroad. It seems that everyone else has already written this up, and while I found fascinating differences, for instance, in the stories in the various magazines about the last runs of the GG1s, your current Octoraro story offered nothing different and nothing that hasn't already been said at least a half dozen times.

Several things bother me about that Octoraro story. No one who has written up this subject seems to remember the onetime Wawa & Concordville tourist operation that was the forerunner of the Octoraro. Also, the connecting track at Chadds Ford Junction between the old W&N and Octoraro branches is not a wye; it is a connecting track and nothing more. The story also said that Pennsy passenger trains went through to Baltimore at one time; to the best of my knowledge Octoraro passenger trains went to Perryville where there was a small roundhouse and the wye of the C&PD branch. Connections were made here to trains on the main line. They even had a milk/mail train known as MD58/MD59 which carried no passengers and outlasted the passenger service between Oxford and Perryville.

BERT PENNYPACKER
Philadelphia, Pa.

⇐ *The "overdone" Octoraro got very heavy coverage in local newsletters and regional newsmagazines, but it had not been covered in a* national *publication like R&R (note that we even recommended the* Railpace *issue for its detailed map). While you are quite correct in your definition of a wye, in my experience railroading in the Midwest and elsewhere, a curved connecting track between two intersecting lines is often called a "wye" even if the other leg is missing and you couldn't turn a train around on it. Concerning the Perryville/Baltimore trains, I'll leave it to the Pennsy fans to sort that one out; I learned my lesson with the CA&C*—J.B.

Octoraro and steam

The amount of steam covered in your September issue was great, and it was super to see an article about a railroad almost in my own back yard, the Octoraro. If I may offer a couple of corrections, though: The Wilmington & Western never operated Southern 2-8-0 630; the engine you have in mind is its mate, the 722. The 722 operated on the Octoraro and the B&O's Landenberg Branch, returning to the SR at Alexandria, Va., in July 1979. There was another steam locomotive that was not mentioned. The W&W's 0-6-0T No. 3 operated push-pull passenger trips out of Coatesville along with leased diesel No. 34.

And a note about your map. The last station shown in Pennsylvania is actually across the border in Maryland (Sylmar, Md.).

EDWARD FEATHERS
Glenolden, Pa.

Century 415s

Well, now I know why the C415s I saw were always having problems—especially those on Rock Island transfer duty. A friend of mine who worked for the BN also said that near the end their two ex-SP&S units also had difficulty in road service where the theory was that they were "just another Geep" sandwiched between a GP9 and F7A.

One note for SP 2402. I can confirm that it was scrapped at Precision National in the summer of 1980, as I saw the cab and hoods on a flatbed trailer leaving the plant bound for the scrapyard across the tracks.

So, thanks much for the salute to these second generation orphans.

PAUL A. BERGEN
Glendale, Wis.

A small error crept into Win Cuisinier's article on the Alco C415s. Concerning the caption on page 43 about MonCon 701: The J&L steel mill which MonCon serves *has not* been sold. The J&L "Pittsburgh Works" is comprised of four main parts: the bloom/billet mill, electric furnace melt shop, coke plant and slab/ingot mill. Normally the railroad runs a group of five SW1001s, but during its peak traffic times MonCon uses its two oddities, C415 701 and T6 400.

In January 1984 the electric furnace melt shop and slab mill were reopened after a nine-month shutdown. This caused MonCon to reactivate 701 and 400 for marshalling scrap and finished slabs on the "south side" of Pittsburgh. In fact, they even transferred in two SWs from sister road Aliquippa & Southern! Unfortunately, slackening demand caused the melt shop to close at the end of May, and 701 was put back into storage until traffic picks up.

At present, MonCon works two crews per trick to service the Hazelwood coke plant and bar mill. I expect that the melt shop will reopen later this year, and 701 will work it.

The article was quite good, and I just wanted to clarify the MonCon's status.

KEVIN N. TOMASIC
Pittsburgh, Pa.

I believe a glitch appeared in the caption on page 43 of the September issue in the C415 article which reads, "High-cab Chehalis Western 684 . . . meets a Milwaukee freight near Centralia, Wash., on August 22, 1982." Should this perhaps read 1972? I visited Miles City, Montana, during mid-1981, and the Milwaukee terminated there. No operations were conducted west of Miles City at that time.

GORDON BRANDVOLD
Devils Lake, S.D.

⇐ *Yep, that was a typo; it was 1972*—J.B.

Win Cuisinier

I can contain my curiosity no longer.

In the March 1984 issue there appeared an article entitled "Alco's Enduring 539" written by Win Cuisinier. In the July FANMAIL, Cuisinier clarified some statements made in that March article. The letter he wrote bears the address "Sabula, Iowa."

I have lived in Sabula, a village of slightly less than 900 souls, all of my 58 years and have never heard the name Cuisinier. A check with the local postmaster, village illuminati, and sundry backfence gossips reveals that no one else is cognizant of him or the name. I find this incredulous that, in a small town where everyone knows everyone, sometimes including their business, that no one has heard of Win Cuisinier.

I am a locomotive engineer with The Milwaukee Road with 40 years of service and have had the pleasure to operate the Alco S2 switcher on many occasions. I consider it second only to the Fairbanks Morse H10-44 in performance. EMD has yet to build a good one.

But back to my original point. Is "Win Cuisinier" a nom de plume or does he wish to

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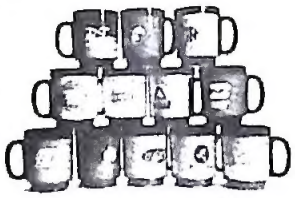

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conceal his identity? If it violates nothing sacred will you kindly advise me?

RICHARD A. PETERSEN
Sabula, Iowa

You are absolutely right, Sabula, Iowa, is a pretty small place to hide someone with an unusual name. Win Cuisinier (a pseudonym) is a mechanical engineer in the railroad industry, and for professional reasons prefers to use a pen name. He is not, as some have speculated, Jim Boyd or a former Carstens employee, and he is not from Sabula, Iowa, although he's photographed a lot of Milwaukee Road F-units there—J.B.

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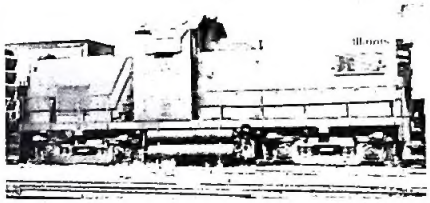

C415 roster

Some comments you may want to print concerning the September C415 article: The roster on page 42 incorrectly shows demo 415 going to Australia in 1969 as 1000; it went in 1968 and was first numbered 008, being renumbered 1000 in 1972. The same roster does not show SP 2406 becoming CC 1002 for its trip to Mexico (the enclosed photo by Rick Morgan shows CC 1002/SP 2406 at San Antonio, Texas, on March 29, 1980).

KEN ARDINGER
Port Orchard, Wash.

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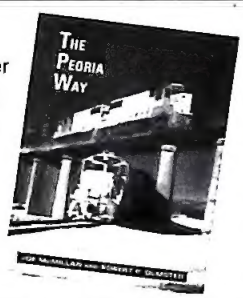

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Clay Griffin

I have had the priviledge over the years of taking Clay Griffin of Matoaca, Virginia, to Seaboard's Collier Yard in Petersburg, as he was an avid train fan. Clay passed away on July 29, 1984, at the age of twelve, after a long illness with Cystic Fibrosis.

I would like to thank his many friends for the kindness shown to him. With his illness, he could not run and play like other boys, and trains and railfans were his salvation. His obituary in the *Petersburg Progress* observed: "He had just completed the 6th grade in Matoaca Middle School and was an avid railroad enthusiast, his entire family being members of the Old Dominion Chapter of the NRHS."

The railfans have been a fine group of men, and never have I seen any drinking, cursing and such. Being the only woman in the group for most of the time, I always felt at ease with each of them. They have been so good to Clay and me that I want to express my thanks.

MRS. DOROTHY MAE NICHOLSON
Lawrenceville, Va.

✏ *James Ewen of Hopewell, Va., noted that Clay's father, D. Courtney Griffin, was in charge of security for the 1983 "Rails to Richmond" NRHS convention. Clay was made an honorary 611 crew member and was given a 611 hat with his name on it; he got a cab ride on every trip of the convention. He took that hat everywhere he went*—J.B.

The GMD1 trucks

To answer your reader's question regarding the small diameter of the idler wheels on the GMD1s (September RAILNEWS), they do, in fact, serve a very useful purpose. When I was a contract engineer with GM back in the days of the development of those engines, there was a considerable concern for the wear and tear on certain branch lines in the Maritimes (Nova Scotia's Annapolis Valley) and, of course, in the West. The railways were uncertain as to which lines were viable insofar as the ratio of traffic versus line maintenance requirements. They were obviously not interested in keeping a line going for several cars once a week.

Once they determined which lines were viable, the next concern was the type of locomotives to use on the light rails. We could only spread the engines' weight so far and were limited in that spread by the tight turning radius of some of the lines.

The solution was simple: two powered axles and a pair of idler wheels. We found out rather quickly that by using three sets of wheels the same diameter that we had accomplished very little. The engines pounded-up the rails with three wheels much as they had with the two powered trucks. All sorts of wizardry went into the improvement of the springs, hangers and shock absorbers—all of which did absolutely nothing to improve the ride of the engines.

We had to do something before CNR got too angry about spending money on the rails that they were not terribly interested in replacing the day after tomorrow. A young engineer came in one morning with an idea that was simple and yet seemingly ludicrous at the same time. He had been watching his children on their teeter-totter the night before and came up with a center fulcrum teeter-totter principle for the engine's trucks. At this point, anything was worth a try.

After some tinkering with wheel diameters, we settled on the present size. Almost immediately after the application, the railwear diminished, and we knew we'd solved the problem.

As for the sand cans on the trucks, that was sheer necessity. Northern Alberta can get bitterly cold, and sand will freeze in the pipes. It was simple to put the sand right on the trucks rather than piping it from a central sand box. In an emergency situation, it was not uncommon for a brakeman to reach right into the offending sand cans and scoop it out by hand to apply to the rail—much more convenient than trying to pry open a frozen sandbox door up on the hood.

Many of your younger readers who have been raised in this era of technological sophistication find it hard to appreciate that much of our engineering was still quite rudimentary and required a lot of experimentation. We had no computer projections to see if our ideas would work on rough prairie land where rails had been laid without proper ballast and tamping—and operated for many years in willful neglect. Of course, while we were trying to develop a diesel that would work on the light track, the trains were still

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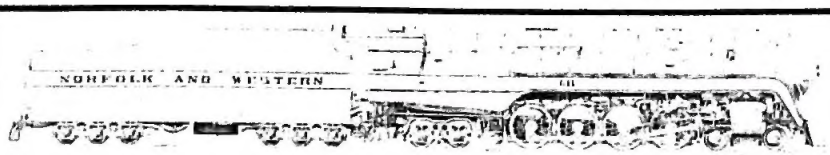

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being run with Ten Wheelers. Our dilemma was very simple: try to mimic with a diesel what a Ten Wheeler had done so successfully for nearly a century. It was like mimicking a heron by using a duck—the only similarity is that they're both birds and both live in the water! The longevity of the GMD1s indicates that we did a few things right.

GEORGE ALLEN
Rainy River, Ontario

Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

SOUTH CARVER, MASSACHUSETTS, November 9 through January 6. Christmas Festival and Edaville Railroad Winter Spectacular with up to four two-foot-gauge steam trains running on 5½ miles of railroad with Christmas lights and 32 Christmas displays along the line. Tickets ($6 adults, $3 children) include Christmas Festival and train ride in steam-heated coaches plus admission to New England Heritage Museum with R&LHS collection and exhibits. Open every evening through January 6, 4-9pm weeknights and 2-9pm Saturday and Sunday (closed Nov. 22 and Dec. 25). Just off I-495 at South Carver, Mass. Write: Edaville, Box 7, So. Carver, MA 02366; 617/866-4526.

LOS ANGELES, CALIFORNIA, February 15-20. Amtrak excursion to Denver and return hosted by Pacific Railroad Society. Leave L.A. on *Southwestern Limited* to Trinidad, Colo., bus to Denver (with stops at Air Force Academy, Colorado Springs and Colorado Railroad Museum at Golden). Then westbound on *California Zephyr* to San Francisco and *Coast Starlight* to L.A. Variety of accommodations available on trains and at hotels with short-return options. Fares range from $480 to $700. Contact: Pacific Railroad Society, P.O. Box 2858, Riverside, CA 92516-2858; 714/684-7458 (afternoons).

STOCKTON, CALIFORNIA, February 23. "Winterrail '85" 7th annual rail photography exposition at Scottish Rite Temple, 33 W. Alpine Ave., Stockton, 10:30 am-9:30 pm. Featuring Gordon Glattenberg's multi-media slide program of the UP's LA&SL operations plus the Imperial Valley of Southern California. Also movies by Wilbur C. Whittaker and much more, including photo contests and flea market. Admission $7 in advance, $10 at door. For tickets and info send large SSAE to: Dave Stanley, WINTERAIL '85, P.O. Box 8771, Stockton, CA 95208-0771.

INTERNATIONAL TOURS

LOS ANGELES, CALIFORNIA, February 24. Private car trip to Mexico with small party open to the public for 28 days of rail travel on Mexico's most scenic lines. For details send SSAE to: Vistas de Mexico, P.O. Box 2768, Riverside, CA 92516-2768. Ed Von Nordeck, 714/787-8350.

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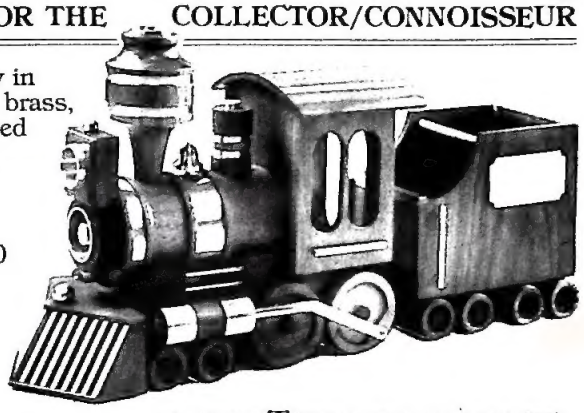

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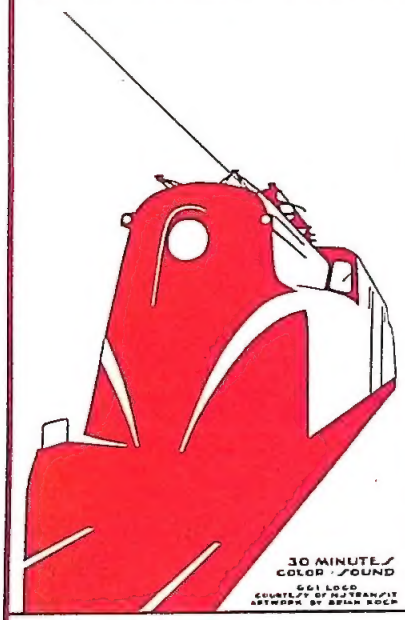

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RAILROADIANA MEETS

ALBANY, NEW YORK, December 1-2. Mohawk & Hudson Chapter NRHS 21st Annual Banquet featuring Jim Boyd's tape/slide program "Who Says Steam is Dead?" Saturday evening. Contact: Bobbi Ballard, P.O. Box 3, Poestenkill, NY 12140; 518/283-5668. Sunday "Great Train Extravaganza" 10am-4pm at Empire State Plaza Convention Center (just off I-787) with operating train layouts, displays, railroadiana, collection sell/swap. Adults $2, kids 6-12 75¢, family max. $6. Great Train Extravaganza, Box 385, Delmar, NY 12054.

GREAT AMERICAN TRAIN SHOW, a model railroad show with layouts on display and trains for sale, trains to operate and "how to" model building clinics sponsored by NIART, Inc., 239 James St., Bensenville, IL 60106 (phone Bob Brush of Jeff Saxton at 312/766-4417), will be held at the following locations and dates. Fare for each is $4 for adults, kids free (discount tickets available at local hobby shops). Hours each day noon to 6pm.

St. Paul, Minnesota, December 1-2, St. Paul Civic Center, I.A. O'Shaughnessy Plaza.
St. Louis, Missouri, December 8-9, Cervantes Convention Center, 801 Convention Plaza.
Denver, Colorado, December 15-16, Denver Merchandise Mart, 451 East 58th Avenue.
Milwaukee, Wisconsin, January 5-6, Mecca Convention Center, 500 West Kilbourn Ave.
Atlanta, Georgia, January 26-27, Atlanta Civic Center, 395 Piedmont Ave. N.E.
Cincinnati, Ohio, January 26-27, Cincinnati Convention Center, 6th and Elm Sts.
Louisville, Kentucky, February 2-3, Commonwealth Convention Center, 221 4th Ave.
Houston, Texas, February 9-10, Albert Thomas Exhibition Center, Capitol and Bagby Sts.
Dallas, Texas, February 16-17, Dallas Convention Center, 650 S. Griffith.
Oakland, California, February 23-24, Oakland/Alameda County Coliseum, Nimitz Freeway and Hegenberger Rd.
Kansas City, Missouri, March 2-3, Kansas City Convention Center, 301 W. 13th St.
Memphis, Tennessee, March 16-17, Cook Convention Center, 255 N. Main St.

GREENBERG'S Great Train, Dollhouse Miniature & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/239-2456; sales tables $20. Admission $4, under 12 free with adult. General information: Greenberg Publishing Co., Sykesville, MD 21784; 301/795-7447.

PHILADELPHIA, PENNSYLVANIA, December 1-2. Philadelphia Civic Center Convention Hall (I-76 to South Street Exit), 11am-5pm.
TIMONIUM, MARYLAND, December 8-9. Timonium Fairgrounds Exhibition Hall (I-83 exit 17), 11am-5pm.
HAUPPAUGUE, LONG ISLAND, N.Y., January 26-27. Colonie Hill, LIE Exit 57, 11am-5pm.
PHILADELPHIA, PENNSYLVANIA, February 9-10. Philadelphia Civic Center.
PITTSBURGH, PENNSYLVANIA, February 23-24. Pittsburgh Expo Mart, Monroeville Mall, Pa. Turnpike Exit 6.
TIMONIUM, MARYLAND, March 23-24. Timonium Fairgrounds, Exhibition Hall. I-83 Exit 17.
BOSTON, MASSACHUSETTS, March 30-31. Shriner's Auditorium at Wilmington.

NIAGARA FALLS, NEW YORK, December 1-2. Toy Train Collectors Society, Ltd., Train Show, Sale & Swap Meet at Niagara Falls Convention Center on Fourth Street, 11am-4pm. Contact: Terry Lemieux, 2735 Orleans Ave., Niagara Falls, NY 14303; 716/285-6095.

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KITTANNING, PENNSYLVANIA, December 2. Central Armstrong Model Railroad's Second Annual Christmas Show at the Kittanning Twp. Fire Hall, Rte. 422 East, 10am-4pm. Featuring Santa Claus! Adults $2.50, kids under 12 free. Contact: James Boyer, RD2 Box 133, Ford City, PA 16226; 412/763-8327 or 412/279-3554.

CLEVELAND, OHIO, December 8-9. Railway Employees Assn. Third Annual Christmas Show and Flea Market, door proceeds to benefit the Society for Crippled Children of Cuyahoga County. Holiday Inn Cleveland Lakeside City Center, 1111 Lakeside Ave., 10am-5pm. Admission $1.50, family maximum $3.50. Contact: Railway Employees Association, P.O. Box 16489, Rocky River, OH 44116; or phone James Madden 216/476-0456.

HOPWOOD, PENNSYLVANIA, December 8. Steel Valley Train Show at Hopwood Fire Hall (outside Uniontown), Route 40 East, Furnace Road, 11am-4pm. Adults $3, kids under 12 free, senior and group rates. Contact: Catherine Daum, P.O. Box 10977, Pittsburgh, PA 15236; 412/653-6940.

WILLIAMSPORT, PENNSYLVANIA, December 9. Whistle Stop Train Meet at Hepburnville Fire Hall, 7 miles north of Williamsport, one mile off Rte. 15 on 973 east (ten minutes from Shempp Toy Train Museum), 9am-4pm. Adults $1.50, kids under 12 free. Contact: Jim Stabley, 208 Beech St., South Williamsport, PA 17701; 717/323-8883.

ALBANY, NEW YORK, December 9. Capitaland Train Meet at Polish Community Center, Washington Ave. Ext., 10am-4pm. Tables $11 ($13 at door). Adults $1.50, kids 75¢. Contact: Len Welter, P.O. Box 3300, Schenectady, NY 12303; 518/372-9124.

PITTSBURGH, PENNSYLVANIA, January 25-26. Steel Valley Train & Toy Show at Castle Shannon Memorial Hall, Route 88. Friday 6-10pm, Saturday 11am-4pm. Adults $3, kids under 12 free, 10% discount for seniors, group rate 10 or more $2 each. Contact: Mrs. Catherine Daum, P.O. Box 10977, Pittsburgh, PA 15236; 412/653-6940.

UTICA, NEW YORK, January 27. Toy Train Collectors Society Ltd. Train Show, Sale & Swap Meet at Union Station on Main Street, 11am-4pm. Contact: Mr. Jan Weilgosz, 818 Oswego St., Utica, NY 13502; 315/733-9146.

JACKSONVILLE, FLORIDA, February 2. Southeastern Railroadiana Collectors Sixth Annual Railroadiana/Model Train Sale & Trade Show at Holiday Inn Jacksonville Airport, I-95 and Airport Road, 9am-4pm. Admission $2, tables $15. Contact: (large SSAE, please) Jack Martin, 4183 Paran Pines Dr., Atlanta, GA 30327.

MALDEN, MASSACHUSETTS, February 3. "Rail-A-Rama" with dealer tables, exhibits, movies and operating model railroad displays at Summerside Lodge, (former B&M depot) 53 Summer Street in Malden, a short distance from Malden Center MBTA Station, 10am-4pm. Adults $1, kids under 12 50¢, family maximum $2. Contact: Mystic Valley Railway Society, P.O. Box 32, Mattapan, MA 02126; 617/361-4445 (24 hours).

SPOKANE, WASHINGTON, February 10. Spokane Model Engineers 9th Annual Swap Meet at the Sheraton Hotel, 10am-4pm (dealer set-up 8am). Admission $2, kids under 12 free with adult. Dealer table $12.50. Contact: Ron Petersen, N. 10526 Overview Dr., Spokane, WA 99207; 509/466-8002.

CHEEKTOWAGA, NEW YORK, February 17. Toy Train Collectors Society Train Show, Sale & Swap Meet at Hearthstone Manor on Dick Road, 11am-4pm. Contact: John Hedges, 160 Dexter Terrace, Tonowanda, NY 14150; 716/694-3771.

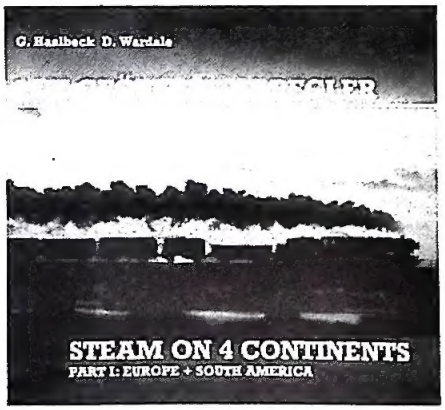
ALLENTOWN, PENNSYLVANIA, February 24. ATMA Spring Thaw Train Meet at Allentown Fairgrounds Agricultural Hall, 9am-4pm. Adults $3, kids $1.50; tables $12.50. Contact: Robert House, 1240 Walnut St., Allentown, PA 18102; 215/821-7886.

SYRACUSE, NEW YORK, February 24. Syracuse Model Railroad Club 2nd Annual Open House & Train Meet at Eastwood American Legion on James Street, one block east of Midler Avenue. Tables $7 (two for $12, three or more $5 each). Admission $1, kids 25¢. 10am-4pm. Giant operating model railroad and other modular layouts. Contact: Ted Stapleton, 4849 Coventry Road, Syracuse, NY 13215; 315/468-0810.

WILLIAMSPORT, PENNSYLVANIA, March 3. Whistle Stop Train Meet at Hepburnville Fire Hall, 7 miles north of Williamsport, one mile off Rte. 15 North on 973 East; 9am-4pm. Ten minutes from Shempp Toy Train Museum. Adults $1.50, kids under 12 free. Contact: Jim Stabley, 208 Beech St., South Williamsport, PA 17701; 717/323-8883.

FRANKLIN PARK, ILLINOIS, March 3. Fourth Annual Chicagoland/Franklin Park Railroadiana Show at East Leyden Twp. High School, 3400 N. Rose (25th Ave.), 10am-4pm. Adults $1, kids under 12 free. Contact (LSSAE please): Joe Mazanek, P.O. Box 58, Prairie View, IL 60069; 312/537-0891 or 312/830-0202.

CLARK, NEW JERSEY, March 10. "Rail Bazaar '85" hosted by Jersey Central Chapter NRHS at Mother Seton High School (Garden State Parkway Exit 135, Clark Circle), 9am-4pm. One of the biggest in the East with railroadiana, models, rail photos/slides, books and antiques for sale and swap, plus model demonstrations, door prizes and refreshments. Adults $2.50, kids under 12 free, family maximum $5. Contact: Jersey Central Chapter NRHS, P.O. Box 700, Clark, NJ 07066; 201/272-7660.



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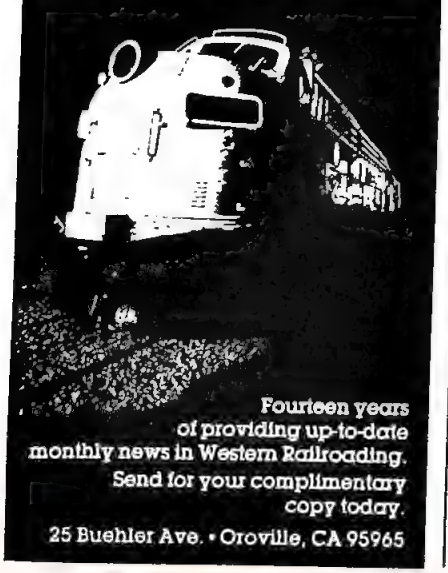

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What's new?

First, an apology is in order to artist Ron Flanary for fouling up the address on the mention of his print of the L&N steam scene in this column in the November issue. We inadvertantly dropped the street name out of the address and didn't catch it. His correct address is *R&W Enterprises,* 1713 Shawnee Ave. E., Big Stone Gap, VA 24219.

After our coverage of the CB&Q O5s in the November issue, Dick Schmeling of *QRST-Shirts,* P.O. Box 82867, Lincoln, NE 68501, sent us a sample of his Hanes poly-cotton T-shirts decorated with an attractive left side three-quarter rendering of 4-8-4 5632. It's a good, clean job of printing in black with red and yellow accents on a white shirt with red arm and neck bands. Available in adult sizes Small, Medium, Large and X-Large, they sell for $7.95 postpaid. Send for their free brochure showing 18 different designs that range from the famous DO NOT HUMP cargo placard to a Hooppole, Yorktown & Tampico steam engine stopped by a cow or more conventional images like the Rio Grande herald or a new *Zephyr* 50th Anniversary special.

And if the stories about the 4449 have rekindled your interest in the SP heritage, how about a deck of playing cards in orange with a maroon *Daylight* logo—just the thing to pass the time in the Amtrak lounge car after your *Coast Starlight* has come off the Cascades into the foggy valley below. It's quality work for $6.95 from *Charles Weinstock,* 477 Melwood Ave., Pittsburgh, PA 15213.

The first GG1, Pennsy 4800, now in the Railroad Museum of Pennsylvania, has been documented in a new 60-page 8½" × 11" softcover book entitled *Career of a Champion, The Story of the First GG1,* by Fred Abendschein and Dan Cupper. It includes historic photos and artwork relating to the history and preservation of "Old Rivets" with a nice layout style and good photo reproduction, including color photos on the covers. There's even a computerized analysis of the sound of the GG1's characteristic "BAMP!" air horn. It's available for $10 postpaid (Penn. res. add 6% tax) from the *Lancaster Chapter NRHS,* 342 W. Fritz Ave., Quarryville, PA 17566.

If those red Coors switchers fascinate you, there's a custom modified and painted HO scale version available from *Railroad Hobbies,* 2001 North Quail, Lakewood, CO 80215 (303/232-0199). By agreement with Coors of Golden, the unit is in authentic colors, and the Athearn "SW1500" has had its rear stack removed and a Details West roof beacon applied atop the cab. It has the standard Athearn flywheel drive. The limited run of 250 will have their purchasers registered by name. The price is $48 plus $2 shipping.

Calendar Call

It's a pleasant surprise to find one of your photographs featured in a color calendar—especially when you didn't even know such a photo was under consideration! The calendar is "1985 America's Exciting Trains" by *Bo-Tree Publications,* 1137 San Antonio Road, Suite E, Palo Alto, CA 94303, and the photo in point is a night view of Ft. Wayne's NKP 2-8-4 765 on the TP&W turntable in East Peoria, Ill., in May 1980. Mike Schafer and I set up the photo, and the calendar uses his slide with a dual photo credit. Photo editor John Roskoski made extensive use of Schafer's work in this very handsome all-color oversized (12"×24") wall calendar, including a night shot of Milwaukee Road units in Indiana, Frisco GP38-2s on the Cuba-Keysville branch and a night shot of the black Clinchfield Fs and a B&O GP40. The calendar uses numerous small accent photos in addition to the big feature photo for each month, and the work of other photographers, including Dick Steinheimer and Roskoski himself, makes this a very attractive package. Other subjects include EL units, the *Rio Grande Zephyr,* WP Fs, the NYS&W bicentennial RS1, Nevada State Museum's V&T *Inyo,* NJ Transit E8s and Santa Fe Geeps. The color reproduction is absolutely top notch. The price is $7.95 plus $1.50 postage from the above address.

Don Ball has been at it again with a big 12"×24" full color 1985 Railroad Calendar featuring dramatic views of the *Rio Grande Zephyr,* CP Rail C424s in the snow, a UP "little" 800 4-8-4, BN/MP/D&RG unit coal trains, a UP U50C—Lawrence, Kansas, where else?—NYO&W F3s, an NYC Hudson at speed, AT&SF red warbonnet Fs, a B&LE F7, a Lackawanna & Stourbridge RS3, *20th Century Limited* observation cars at night, BRC C424s and tuscan GG1 4876—not 4877, but 4876. The color reproduction is

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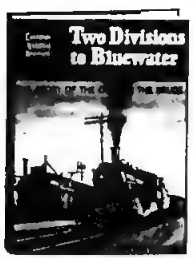

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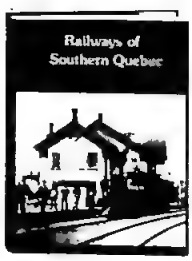

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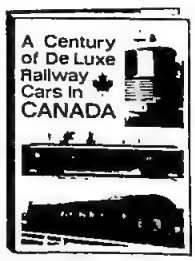

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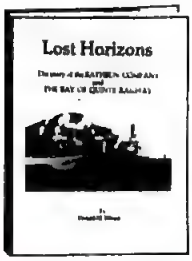

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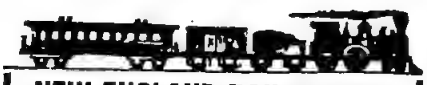

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If you'd like something a bit more exotic than your usual fare try the 11"×15" full color calendar from the *New South Wales Rail Transport Museum*, P.O. Box 31, Burwood, NSW 2134, Australia. The color rendition is excellent on scenes of Australian steam and diesel equipment, all in interesting action. There's a particularly striking twilight shot of a motor car, and diesel fans will appreciate a Clyde "F-unit" and a fascinating EMD-inspired six-motor chop-nosed hood unit with the Erie "wings" on its nose. The steam scenes include both regular service and preserved operations. The price is $5 Australian; air mail is an additional $4 Australian.

A vintage color view of a Reading *Crusader* 4-6-2 highlights the otherwise black & white *Anthracite Railroads Historical Society* 1985 calendar (P.O. Box 119, Bridgeport, PA 19405). The 11"×17" folded-out wall calendar features b&w views of DL&W FTs on Tunkhannock Viaduct, an LV semi-streamlined 4-6-2, L&NE 2-10-0, DL&W 4-6-2, L&NE RS3s, CNJ 2-8-2, Reading GP35s, a CNJ passenger Geep, L&HR 4-8-2, L&NE Alco switchers and four LV white C628s. The scenes show good action and are very nicely reproduced. The price is $4.75 plus $1 shipping in the U.S.

Vintage SP steam action abounds in the handsome "Southern Pacific Steam Power 1985 Calendar" from *The Original Whistlestop, Inc.*, 3745 E. Colorado Blvd., Pasadena, CA 91107. The large 12"×18½" folded-out wall calendar features good black & white reproduction on heavy stock of action scenes of numerous 4-8-4s, Cab-Forwards, 2-10-2s, 4-10-2s and a handful of smaller power. It's an attractive calendar for $4.95 postpaid.

Canadian Pacific steam action is the subject of Adolph Hungry Wolf's latest effort, the "1985 Calendar Featuring Nostalgic Scenes of Steam on the Canadian Pacific Railway." This 11"×17" folded-out wall calendar has very good black & white photo reproduction on heavy stock of CPR action scenes featuring 2-10-4s, 4-6-0s, 4-6-2s, 2-10-2s and a Royal Hudson—the images are varied and interesting in a fine overall job. There's also a nice full color photo on the back cover of the *Dominion* along the Bow River in 1951 with a Royal Hudson and open-air observation car. The price is $6.95 postpaid from *Good Medicine Books*, Box 844, Skookumchuck, BC, Canada, V0B 2E0.

Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058, is fielding three calendars for 1985. Their two full color calendars are both in the 11"× 17" folded-out wall format and feature very good color reproduction on extremely heavy high-quality stock with plastic-ring binder. The "New York Central" 1985 Appointment Calendar features views by Ed Nowak and others of the 999 at the Chicago Railroad Fair, E7s on the *Century* at La Salle Street, roster views of a Niagara, RS3, CUT motors at Collinwood and a fresh PA, plus action of E7s on the *Empire State Express*, a grimy Hudson, F3s, a Pacific at Cold Spring, Mohawks at Wayneport and an FM C-Liner at night. Although some of the originals are showing the color shift of age, the reproduction seems to be uniformly high quality. Their "1985 Railroad" Appointment Calendar starts out with UP 4-6-6-4 3985 at night and includes Amtrak on Lake Cham-

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Audio-Visual's third offering is the time-honored "All Pennsy Calendar" with the works of Don Wood and others in a large 16″× 22″ individual sheet wall format with superb reproduction on heavy pebble-grain stock of one color view (Don Wood's classic meet shot on the last day of GG1 operations in 1983 between black 4882 and red 4877) and eleven b&w scenes of an LIRR G5 4-6-0, PRR E8s, an H6b 2-8-0 in 1935, A-B-A F7s on Rockville Bridge, doubleheaded 2-10-0s at Shamokin, "big keystone" GG1 4869, an M1 on the Middle Division, A-B-B RF16 Sharks, a K2 Pacific in 1941, E44s at Enola and a timeless face of K4 5439 at night at South Amboy. All three calendars sell for $5.75 each postpaid (N.Y. res. add sales tax).

The *Rochester Chapter NRHS* has produced an interesting "1985 Railroad Calendar" featuring b&w regional action views including a DL&W 4-8-4, Conrail E8 inspection train, NYC RS1s, Erie gas-electric, LV "Centennial" *Black Diamond* meeting a motor car at Rochester Junction in 1946, Erie six-motor Baldwins, Adirondack Ry. RS3, Rochester & Syracuse wooden interurbans, B&O 4-6-2, Genesee & Wyoming Alcos, PRR doubleheaded 2-8-2s, UP/N&W/D&H on Portage Bridge and NYC's inaugural *Empire State Express* on December 7, 1941. The 11″× 17″ folded-out wall calendar is available from *Rochester Chapter NRHS Publications,* Box 664, Rochester, NY 14602, for $3.75 postpaid.

Traction Publications **by Joe L. Diaz**

MINING TOWN TROLLEYS, A History of Arizona's Warren-Bisbee Railway, by Richard V. Francaviglia, is a 48-page 8½″ × 11″ softbound/card cover illustrated history of the Warren-Bisbee Railway, an isolated, little-known twelve-mile street railway which served the Warren Mining District from its beginning in 1908 until motorization in 1928.

With 25 photographs, well reproduced, and two detailed route maps complete with topographical details, accompanied by a well-written account of the company's short life, this is an attractive volume. Several interesting photos of the line's rolling stock are presented, revealing much of the flavor of the operation. The book is available at $7.50 postpaid from Mining Town Trolleys, c/o Pay Dirt, P.O. Drawer 48, Bisbee, AZ 85603.

THE LONDON & PORT STANLEY RAILWAY, Volume One, by Leslie J. Torrens, is a 34 page, 6″ × 8½″ spiral bound, illustrated brief history of the railway and a pictorial view of Port Stanley. It is a most interesting small volume containing over 70 photographs, most of good interest, some with detailed captions. Included are the passenger cars, freight cars, locomotives and facilities, as well as the amusement park and shipping activity of Port Stanley. Unfortunately many of the photographs are poorly reproduced, much too light. Also included are several reproductions of tickets and public timetables.

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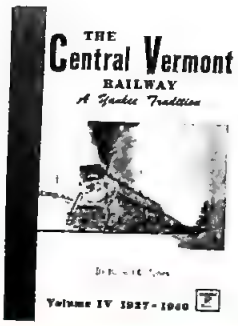

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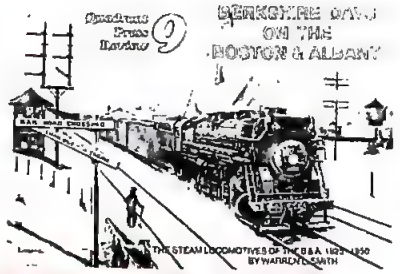

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New York Central Systems, Gone, But Not Forgotten, by H.F. Cavanaugh; 165 10"×11" pages, hard cover. Published by N.J. International, Inc., 77 West Nicholai St., Hicksville, NY 11801; $37.95.

This is a detailed, full-color look at the Central's last 20 years, written by H.F. "Casey" Cavanaugh, a long-time employee who was Assistant Superintendent—Air Brakes at the time of the Penn Central merger. With such qualifications, Cavanaugh was able to railfan on a professional level, gaining more insight into operations and more access to the property than most railfans.

Fortunately, Cavanaugh took his camera to work often, recording the NYC's transition on color film. Judging by the book's content, Cavanaugh's bailiwick was on the lines east of Buffalo, although the book touches upon the lines west in "The Main Line," "Two Branches," and "Around the System," bolstered with photos by Jack Swanberg, Charles Smith and Frank Reidl.

While the photographic coverage mainly emphasizes the diesels, electric power in all its forms (except Cleveland Union Terminal motors before their transfer to Harmon) and the last vestiges of steam are included. Shot in the early to mid fifties, after NYC was committed to dieselization, most of the steam engines are shown in a sorry state of repair, their battered flanks reminiscent of just-spawned salmon, life's mission over, slowly dying after the exertion of their last journey home.

Just as the book captures the demise of steam on the Central, it portrays the diesel in full flower. Most photos show the diesels in their slightly grimy everyday work garb, rather than polished publicity gloss. All the photos, except one showing a trio of U-boats (two of which have their white sill stripes painted out), appear to have been taken before the Penn Central merger.

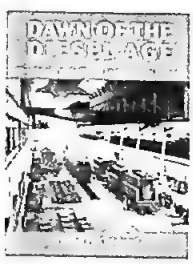
Most, if not all, of the Central's rare goodies have made it into this book, including the jade green E8, tri-power 552, Q motors and a variety of FM and Baldwin diesels. One surprising paint scheme variation appears: the lightning stripe scheme with a white frame stripe, shown on several RS3s and an H10-44.

The color reproduction is uniformly excellent. Some of the steam shots show color shifts towards the green, but this is probably a function of the deterioration of the old original slides and is a common problem with non-Kodachrome films dating to the fifties.

The book is neatly laid out, with plenty of white space, and concise, accurate captions. Maps of the locale under discussion, along with several nice pieces of Alan B. Chesley's line art complement the photos and captions. A slight problem exists with the chapter headings; they are not prominent, and in several instances, the photo or art on the facing page does not apply to the text on the spread. Perhaps a blank left-hand page would have broken up the chapters more effectively. A small point, however.

The book winds up with a reprint of Cavangaugh's 1976 *Trains* Magazine article on testing the Rio Grande Krauss-Maffei diesel hydraulics on the NYC, one of the more unusual episodes in the Central's motive power history.

"New York Central, Gone, But Not Forgotten" is a nicely done book which every NYC fan will want to own. The photos offer excellent documentation on the Central's motive power and operations. While it is mainly a motive power survey, roster shots are nicely balanced with action views which place the locomotives and trains in the context of their operating environment. While railfans will enjoy this book, it is also a great source of information for modelers—WALT LANKENAU.



Dawn of the Diesel Age, by John F. Kirkland, published by *Interurban Press,* P.O. Box 6444, Ge Glendale, CA 91205. 200 8½" x 11" pages, hardcover; $29.95.

John F. Kirkland is an experienced engineer who was employed for more than thirty years by Baldwin and its successors in positions directly involved in the company's

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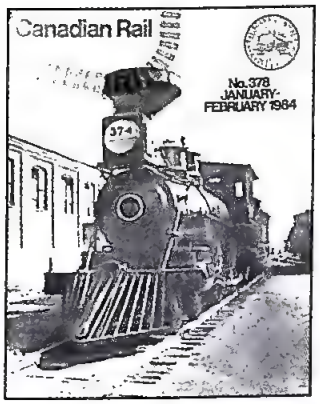

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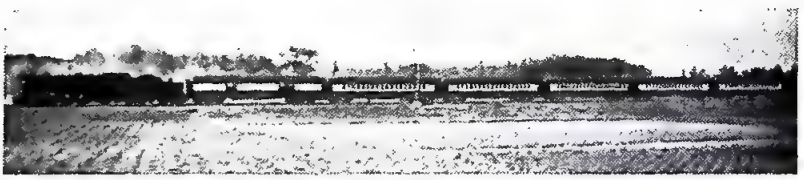

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manufacture, service and sales of diesel locomotives. While *Dawn of the Diesel Age* does not quite live up to its all-encompassing subtitle as "The History of the Diesel Locomotive in North America," it provides a notably concise and well written documentation of diesel locomotive development by the major builders in the U.S. through the late 1930s and provides a unique insight into the critical management decisions involved in the development of diesel prime movers by Baldwin and Baldwin-Lima-Hamilton through the early 1950s. The book begins with a section defining diesel locomotive terminology, progressing through a discussion of engine development with particular emphasis on Baldwin, BLH and their predecessors. It then reviews on a unit-by-unit basis the early diesel locomotives built by the major manufacturers, providing technical descriptions of the locomotive and prime mover as well noting major accomplishments of each design and in some cases providing information on the service history of the locomotives.

In a railroad book market which often seems to be saturated by overpriced picture albums with sparse captions and relatively little text, the detailed engine development coverage afforded to a builder whose products have not previously received the attention they deserve, provided by a knowledgable insider, is a welcome change. Instead of the usual bland repetition of builders public relations releases, Mr. Kirkland provides detailed explanations and thorough documentation, even challenging incorrect claims made by some locomotive builders. This is not to say that his coverage is totally objective or free of bias. There are a few places where his years of employment at Baldwin show through, particularly when he takes issue with GM public relations claims.

One such instance occurs in an interesting 1½-page section titled "The Two Cycle Engine," which is curiously sandwiched in after 20 pages covering the history of diesel engine development at Baldwin. Without so much as a word on the design development of the Fairbanks-Morse OP or the Electro-Motive 567, he brings on the heavy artillery with a fervor that lets you know he has waited a long time to set the record straight, blasting the inaccuracies which have been perpetuated over the years concerning GM's participation in the development of the two stroke cycle diesel engine. He then takes on the subject of two cycle versus four cycle engine fuel economy, and goes on to predict the ultimate decline of GM's Electro-Motive Division, noting that "If future orders are placed on the basis of comparable fuel efficiency, there appears to be little that EMD can do to regain its former market dominance, having carried the two cycle engine to such an advanced state of development that any further improvement in fuel efficiency would be expected to be minimal."

What remains unstated in that viewpoint is that in any consist of locomotives, the units which consume the least fuel of all are those which arrive dead at their destination. Fuel economy is only one factor which influences purchasing policy. Locomotive dependability, frequency of scheduled maintenance requirements, ease with which repairs can be made, cost of overhaul, and interval between overhauls are other factors which influence railroads purchasing practices, and in most of these areas the EMD 567 and 645 have proven very tough competitors. A locomo-

tive which displays a preference for the warmth and quiet of the repair shop does its owner little good, regardless of how impressive its fuel economy is supposed to be. Mr. Kirkland mentions the naval applications of some engines models, but one interesting sidelight which escapes mention in his book is the Navy's testing program for submarine engines in the mid and late 1930s. Fuel economy was extremely critical in submarines because it had a direct influence on the time which could be spent on station during a patrol, but the Navy chose to go with two cycle diesel engines built by GM and by Fairbanks-Morse for 98% of the World War II fleet boats due to better power-to-weight ratio, easier maintenance due to smaller and lighter components, and the ability to operate reliably under the demanding conditions. One other, less publicized, advantage of two cycle engines in the subs was that they tended to attract fewer hotshots in high performance Mitsubishi products intent on putting a string of bombs down the trail of diesel smoke down your exhaust pipe—imagine trying to secretly surface three miles off the Japanese coast and having to light off four Alcos! The Alcos and Baldwins did a fine job in minesweepers, and the submariners were glad to let the minesweepers have them.

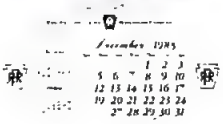
Dawn of the Diesel Age is a fine job of covering a subject which badly needs more exposure. The remaining time for accurately documenting the development of diesel engines is growing shorter since those who had first-hand exposure to the critical industry decisions are rapidly passing from the scene. It is unfortunate that there seem to be very few people in the current "big business" diesel locomotive industry who share the kind of interest Mr. Kirkland has shown in his book. One must hope that there are a few individuals from EMD, FM, Alco and GE hiding in their various organizations who have a writing talent comparable to John Kirkland and will pursue similar projects in the future. *Dawn of the Diesel Age* is an outstanding example of what can be accomplished by a dedicated individual who maintains an active interest in the industry in which he is employed—W.A. CUISINIER.

Film Review

"GG-1: An American Classic," by Avanti Productions, P.O. Box 101, Caldwell, NJ 07006. 16mm color, optical-sound film, also available on Super 8mm magnetic sound and Beta or VHS videocassette; 30 minutes. 16mm $425, Super 8 $99.95, videotape $49.95; shipped postpaid in continental U.S. (N.J. res. add 6% tax), add appropriate postage for foreign delivery.

It is rare that someone in the railfan field produces a film or video of true broadcast quality, but from the sheer professionalism of story line, camera work, editing and overall production, this one certainly qualifies. It is one of the finest rail films on any subject we've ever seen.

Although it is by no means the only GG-1 in the film, the prime subject of this production is "Big Red" 4877, the N.J. Transit GG-1 restored to PRR red and pinstripes. Most of the filming was done in a two-week period in autumn of 1983, with the cooperation of NJT to get the locomotive on the proper trains for continuity and lighting and to provide filmmakers Mike and Marianne Autorino with the opportunity to put special camera mounts on the locomotive for some



1985 ALL PENNSY CALENDAR

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Yes, it has been that long since our first All Pennsy Calendar, the 1966 six page calendar.

To lead off the 20th issue, the January page has a GG1 meet in full color during "Farewell to the GG1 Day" celebration. Also enclosed are K4, G5, E8, F7, I1 and E44 locomotives in action and portrait.

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by Don Wood

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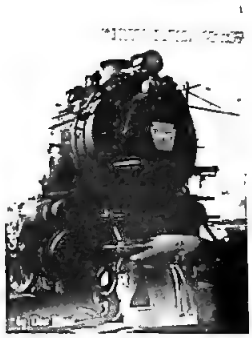

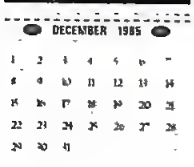

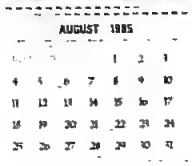

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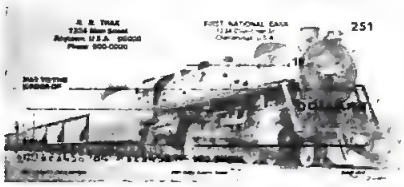

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absolutely dazzling shots at speed looking up the nose at the wire and along the running gear. It is very obvious that the camera work involved considerably more than one or two catch-what-you-can trips to lineside.

The "story line" of the film involves a brief history of the GG1s, the restoration of 4877—"like restoring a classic automobile"—and a look at operations both contemporary and historic from day-to-day NJT commuter service to the old PRR Army-Navy Game Specials. A good bit of attention is given engineer Cliff Underwood, who describes what it's like to work with a G; of course, there's considerable in-cab footage as well.

The film is narrated by Philadelphia radio personality Tom Moran, who adds just the right touch of professionalism to the production. But probably the most noticeable aspect of the sound track is the original music written for "Old Big Red" by engineer Cliff Underwood. This transplanted Tennessean spent more than a decade as a Country & Western band leader and songwriter, and the music and lyrics that he put together for this film are just superb. Altha Lynn Cook and the Squan River Band perform the music with fine style, and it compliments the images beautifully.

This production in available in three formats: 16mm, Super 8 and videotape. It is priced competitively for each format—though one suspects that the $49.95 video will be the most popular in the consumer marketplace. In whatever form you choose to view it, however, this is a quality production on a truly worthwhile subject, a deserving tribute to the GG-1—J.B.

Videos

"Union Pacific Steam Express; The 3985 Challenger," by Video Rails, P.O. Box 80001, San Diego, CA 92138. VHS or Beta II videocassette, 60 minutes, $69.95 (Cal. res. add 6% sales tax). VISA and MasterCard accepted; 619/272-2776. Send for free brochure.

My preconceived notions sure went out the window with this one. "That Challenger's never really had a chance to work and show her stuff; how can anybody have a worthwhile tape on her?" Well, folks, if you want to see how wrong I was, take a look at this tape.

Characterized by some of the very best camera work I've seen, excellent professional editing and fine intelligent narration by Don Harris, this tape presents the 3985 on her June 1982 venture from Cheyenne to Pocatello and Salt Lake City—and makes me wish I'd been there. The 3985 really did get a chance to strut her stuff, and Bill Lambert and his crew captured it.

A brief history of the 3985 and a recap of her overhaul is shown in a series of stills before the opening credits, and the departure from Cheyenne is begun with a tour of the engineer's side of the cab and an interesting look at the fire being lit off with a spray of diesel fuel into the firebox.

Leaving Cheyenne with a modest train, the Challenger puts on a pretty good show of sight and sound, including a couple of photo runbys and some side-by-side pacing. The engine definitely is worked hard enough to produce a good variety of articulated sound—both in and out of "step."

During scenes of the crew tending the fire at Green River, Assistant Superintendent Neeley gives a tour of the engine's running gear that includes a description of the air pump intercooler (that's the first time anbody ever explained one of those to me). Later sequences include a demonstration of the fireman's controls, a cab ride at speed and a boiler washout.

The tape follows the Cheyenne-Pocatello-Salt Lake-Cheyenne trip in chronological order and inclues the expected runbys, arrivals and departures—all very nicely photographed—as well as excerpts from the speeches by UP President Kenefick and Utah Governor Evans. But what makes this tape so outstanding is the quantity and quality of the side-by-side pacing. Between Pocatellol and Salt Lake City they have one long pacing sequence that is the grandest view of a 4-6-6-4 at speed that you could dream of! It's a three-quarter view from the front with good sunlight and perfect camera work—sometimes showing the entire locomotive and sometimes coming in close on the lead engine. It's those Bob Hale photos out of Beebe's books brought to life.

Similarly superb paces and runbys, including some excellent footage from a helicopter, fill out the program and leave the viewer fully satisfied that he has experienced the Challenger in a manner second only to a 2000-mile train chase in person. I am particularly impressed by the Challenger's stack sounds as captured on this tape. In my only first-hand encounters so far with the 3985 (doublehading to Sacramento in 1981), I never did hear her work, but the tape proves that she can and does.

I was expecting repetitive views of an anemic performance by an underworked engine, but what I got was an awesome demonstration of the world's largest locomotive presently under steam—J.B.

We'd like you to meet...

Gregory F. Monroe

The author of the Coors article in this issue, Greg Monroe was born in Monroe, Louisiana, in January 1947. He tells his story in his own words:

"This may seem a little blasphemous to say in this magazine, but I don't consider myself to be a 'true' railfan. What I am interested in is photography and history, particularly Colorado history, and as the railroads have played, and continue to play, a big part in Colorado's history, I have developed an active interest in photographing Colorado railroads. With the scenic beauty and history as-

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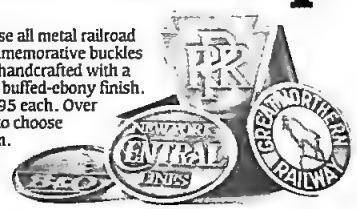

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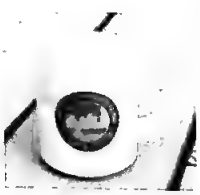

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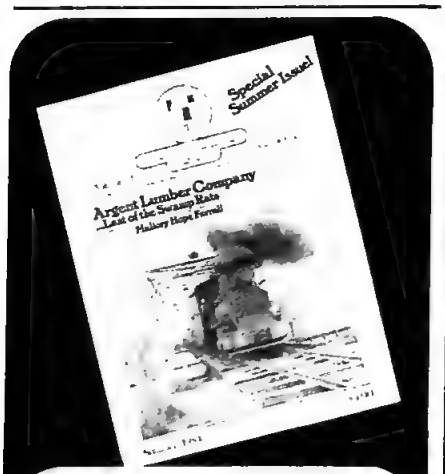

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sociated with lines like the D&RGW's Moffat line and the three narrow gauge lines still operating in Colorado, I have found them to be excellent subjects for my camera and study.

"I do have fond childhood memories of trains, of being lulled to sleep at night by the sound of a slow freight behind my grandparents' home in Ripley, Mississippi, and of watching my father board a Carolina bound train in Corinth. My father always liked to watch a train pass, and I feel maybe some of his interest rubbed off on me. Now, the symmetry and beauty of twin rails gleaming in the late afternoon sun, the sight and sound of six SD40-T2s pulling a long coal drag through the Rockies, and the quiet steaming of a resting narrow gauge engine fascinate me!

"I have been interested in photography for the past 15 years, having received a BA degree in photography from Northeast Louisiana University in 1970 in my hometown of Monroe. After several years of pursuing photography as a hobby, in 1977 I decided to try and enter the freelance market with an eye to one day supporting myself full time as a photographer. Though I still have to work a real job, I have had a good deal of success at selling my work, selling prints at local sidewalk arts and craft shows and working for the past two years as a part time freelance photojournalist for the *Clear Creek Courant* and the *Sentinel*, weeklies published in Idaho Springs, Co., and the Denver area, respectively, covering sports and feature events and spot news.

"Because of the influence of my good friend Bob Karsten and his recent articles, drawings and cover paintings in R&R, I have turned to combining my photographs with articles on various subjects. Due to the necessity of a four-wheel drive vehicle in off road travel in the mountains, I have also become an avid four-wheel drive fan, often combining my interests in history, photography, four-wheeling and trains in exploring old railroad grades and other historically interesting areas of Colorado. I have put these experiences to good use, having a total of eleven articles published, or accepted for publication.

"Currently, my interests have turned toward wildlife and animal photography, again with the goal of selling my work to national magazines, and I look for some of my work to be published in the near future. However, I have retained my interest in photographing Colorado railroads and manage to get out fre-

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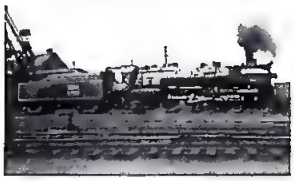

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quently to work on various projects such as this article on the Coors operation. Living in Georgetown, Co., with the Georgetown Loop in my 'back yard' makes it easy for me to follow this interest!

"I have my own darkroom, doing mostly black and white work but also on occasion processing color prints. I use a Pentax 6X7 and Tri-X for almost all my black and white work, carefully selecting my camera angle and composition and using sepia toning to obtain authenic looking 'old time' shots of the narrow gauge. For color, I rely on a brace of Nikon FMs and Kodachrome 64.

"I am particularly proud of having had the opportunity to see and photograph the *Rio Grande Zephyr* for several years. With the 30-year-old cars and engines, so unique in these modern times, I always felt I was witnessing a page out of history. I was fortunate to interview on tape 97-year-old George Champion shortly before his death. Mr. Champion worked on the Denver, South Park & Pacific narrow gauge in the early 1900s, battling snow and other hardships on trips over Boreas Pass and through the Alpine Tunnel. And I will always treasure seeing and photographing the Rio Grande's Silverton line in the summer of 1980. I spent a night in the Durango yards experiencing the sights, smells and sounds of the narrow gauge as it had existed for 100 years. Though it is still in operation, the Silverton as it was under the Rio Grande, like the *Zephyr*, has passed into history.

"My favorite railroad is the Denver & Rio Grande Western, with the late *Rio Grande Zephyr* and the Moffat Line particular favorites. I am a deputy sheriff with the Arapahoe County Sheriff Department, and as the D&RGW/AT&SF/BN joint line south from Denver passes right in front of the Sheriff's Department in Littleton, I am able to keep an eye on the many train movements on this line."

In 1979 Greg and his wife opened up a shop in Georgetown selling her artwork and his photography. The shop is called "The Crafty Lady and Her Camera Clicking Hubby." Back in college in Louisiana, Greg had become friends with R&R artist/author Bob Karsten through mutual interests in art and weightlifting. To go along with a "Mother Goose"-type character knitting in a chair for a sign for the shop, Karsten did this caricature of Greg, which he describes as "so perfect I can't believe it."

OUR APOLOGIES...Boy, Did We Boob!

*"Nobody buys tape in August", they said. So we ordered 50 copies of **"Daylight On Tehachapi,"** and went on vacation. Before we'd been gone a week, the entire 50 vanished, the phone was bouncing off the hook, and a tidal wave of orders threatened to engulf the office. This is written September 10 and our tongue is still hanging out.*

To our surprise, the historic tapes have caught almost the same wildfire - John Kirkland's extraordinary documentary of SP steam in particular - and to our great delight, the real sleeper: 4449A - E "On The Freedom Trail." As one customer wrote: "I don't believe a more beautiful record of a steam locomotive has ever been made."

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In Search of Steam

BY MIKE EAGLESON

Coal trains in Spain

COAL TRAIN! Just the words excite fantasy in the mind of any steam fan. Images of Norfolk & Western Y-6s stomping over Blue Ridge or Illinois Central 2-10-2s stretching-them-out at Paducah, evokes the thrill of filthy steam locomotives laboring hard, pouring out towering black smoke plumes while burning what they haul.

There are few places left in the world today where steam exists in regular service to work solid strings of noisy coal-laden hoppers. To sample steam coal trains today, I visited Spain in June 1982 to look at the country's last two steam-powered coal roads. At this writing, the motive power situation is virtually unchanged. Here's what I found:

Ponferrada-Villablino Railway

Headquartered in the fair-sized city of Ponferrada, in the Province of Leon in the northwestern part of the country along the broad gauge (5' 6") RENFE main line from Madrid to La Coruna, the 40-mile meter gauge steam road was completed in 1920 after only 14 months of construction. The main purpose was then and is today to haul coal from several mines in the mountains around Villablino downhill to Ponferrada. Here, coal can be transferred to the broad gauge RENFE for shipment elsewhere or used in the electric power stations now near Ponferrada at Cubillos.

Although steam power on two gauges is still used extensively on the PV at Ponferrada, six narrow gauge diesels of two classes arrived in 1982 to become the first non-steam traction to ever polish the slim-gauge metals. But fortunately, all is not lost.

Ponferrada is the center for steam activity on the PV. Adjacent to the station are the headquarter offices where a release and photo permit may be easily obtained. A uni-

1919 BALDWIN 2-6-2T No. 1, the *Francisco Cambo,* was departing Ponferrada, Spain, in May 1982.

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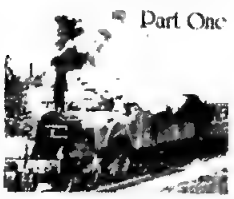

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In Search of Steam

BY MIKE EAGLESON

formed railway guard put down his Spanish-language girlie magazine to direct me to the proper office (the *pictures* were curiously in English). *Do* have the courtesy and *take* the time to get permission. You will be much more welcome, and no further questions will be asked of your purpose, even while taking night pictures. The old style railway general offices are a vision of antiquity themselves, with plentiful polished brass fixtures and decorations, marble floors and varnished doors and woodwork.

The railway repair shops and engine facilities in Ponferrada are a quarter-mile up the track from the stub-end meter gauge station bumper block. At the shops, repairs to both narrow and broad gauge steam engines are still carried out, and, oh yes, to the new diesel arrivals as well. Several meter gauge 2-6-0s usually steam about, while U.S.-built Baldwin 2-6-2Ts shunt the narrow gauge yards. A large dump of redundant steam power is out in the weeds adjacent to the concrete shop building. Nearby the RENFE interchange to the broad gauge section of the PV yard at Ponferrada, one of several operable 0-6-0Ts is usually switching. About five kilometers along the RENFE toward Leon is the town of San Miguel, where a second broad gauge PV 0-6-0T works Monday through Friday for two hours only each morning at a loading conveyor near the station. Double-ended RENFE electrics, often doubleheaded, swish by the struggling tanker which loads hopper cars from the chute and lines them up at the interchange.

The PV's meter gauge main line extends from Ponferrada slightly uphill, past the power station at Cubillos and up the Sil Valley until it reaches the small town of Villablino. Here, the main line splits into two picturesque branches, each heading toward a colliery about four and six miles away respectfully, for coal loading. In autumn, a fantastic riot of colors from the deciduous trees greatly enhances the photo opportunities, and in the winter there can be snow in the mountains.

Today, the main line runs are usually made by one of the four new Macosa diesels. The meter gauge growlers from Valencia handle one-third longer loaded coal trains from the assembly yard at Villablino back to Ponferrada. While the four green Macosa diesels

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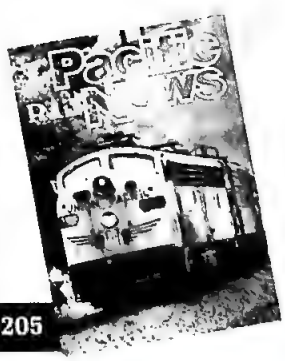
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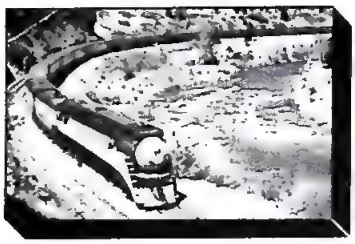

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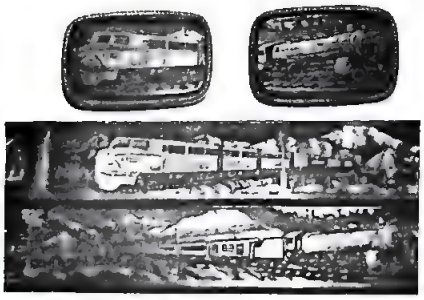

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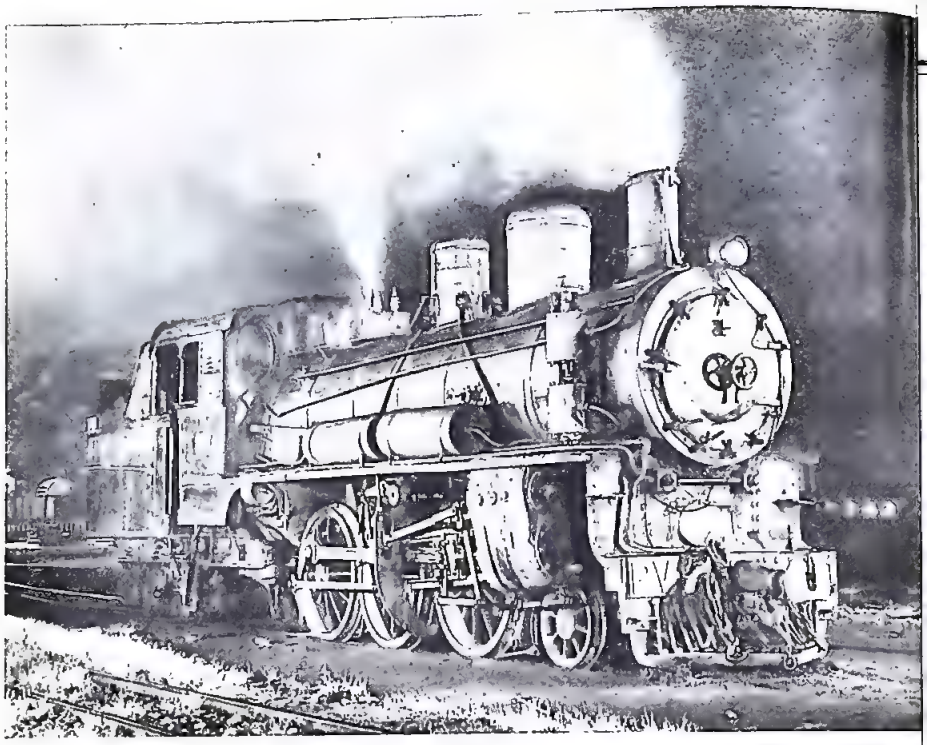

PASSENGER ENGINE 31 is an Engerth 2-6-0 with tender coupled to the locomotive frame. Regularly used in coal train service, she was spotted at night in Ponferrada on May 25, 1982. Mogul 16 (below), built in 1956, doesn't distrub the cow, en route from Villablino to Villaseca on May 27.

were purchased new, a pair of blue Bo-Bo Krupp units of 600/700 h.p. capacity were acquired used. Built in 1960, they were originally Nos. 4087 and 4088 for Calvo Sotelo, before going to Petrol Refinery as their Nos. 7 and 8. The diesels were dumped for five years before being purchased third-hand by the PV.

Steam is still king on the two branches out of Villablino, however, and excellent photos may be taken of them hauling the empties from Villablino to the mine at Villaseca, or up the Caboalles line past the Villager colliery. Fortunately for photography, trips are plentiful and the 2-6-0s are always operated chimney first uphill, winding beside a river bank and crossing it several times on scenic bridges. The Baldwin 2-6-2Ts sometimes shunt Villablino yard and can be regularly found working around Ponferrada or making shorter runs from there to the power station at Cubillos.

Light repairs to the steam engines and cold boiler washouts can be handled at Villablino. Hot washouts and heavy repairs must be performed at the main steam shops in Ponferrada. When transferring dead or live steam power between these two terminals, the crews now prefer to ride the cabs of cleaner diesels, so the steamer is always the second engine—unless you can make special arrangements for photography with steam on the point of a main line train.

The PV was not always a 100% coal road. As recently as May 10, 1980, *El Correo* (The Mail Train) ran daily between Ponferrada and Villablino. Passengers and railfans could ride in the wooden coaches which formed Spain's last regular service steam passenger train. Favorite power regularly assigned to the passenger was high-drivered Engerth 2-6-0 No. 31 (an Engerth is a type of locomotive where the detachable tender couples to the *frame* of the engine, rather than conventionally with drawbars). Oldest Mogul on the line, No. 31, was formerly a Pamplona-Lasarte Railway passenger engine. Even today, crews seem to keep her just a little bit cleaner than the others, even in coal train service.

At any given time, you can usually find one or two broad gauge 0-6-0Ts working at Ponferrada, as well as a second tanker on weekday mornings only at San Miguel, plus two or three meter gauge 2-6-0s and a 2-6-2T operating about the Ponferrada shop

PHOTOGRAPHY MIKE EAGLESON

BY MIKE EAGLESON

area. Villablino usually has three 2-6-0s handling the mine branches, with perhaps another 2-6-2T shunting the yard.

At Matasrosa near Ponferrada, three derelict 0-4-0Ts (600cm gauge) are stored at Toreno Colliery by the old loco shed next to the road, along with three dumped diesels.

While in Ponferrada, I recommend staying at Hotel Temple, a first class, 1968-built facility with modern Spanish flavor. It is ideally located between the RENFE station and the PV shops. Considered moderate in cost by Americans, it is luxurious and expensive by Spanish standards. At Villablino, La Ruta Hotel is more basic, but permits you to literally tape sound recordings of trains from bed! The best rooms are Nos. 5, 6 and 7. Steam trains pass by the front door on the Caboalles branch, while main line diesels tunnel directly underneath the hotel's foundation.

Ponferrada-Villablino Steam Roster

As of February 1983

Meter gauge Baldwin 2-6-2Ts (1919)	
1 *Francisco Cambo*	In use
2 *Conde de los Gaitnes*	Serviceable
3 *Marquesa de Aldama*	Serviceable
4 *Ortiz Muriel*	Derelict
5 *Villabaso*	In use
6 *Landaluce*	Dumped
7 *Arana Lupardo*	Dumped
8 *Ponferrada*	Dumped
9 *Wagner*	Dumped
10 *Villablino*	Dumped
Meter gauge 2-6-0s	
11 Krauss 1920	In use
12 Krauss 1920	Serviceable
13 Macosa 1950	Dumped
14 Macosa 1950	Repairs
15 Macosa 1956	For parts
16 Macosa 1956	In use
17 Krauss?	In use
18 Krauss 1914	Dumped
19 Krauss 1920	In use
31 Maffei 1913	Serviceable
41 Tubiz 1956	Dumped
42 Nivelles 1950	Repairs
Meter gauge 2-6-0T	
21 Borsig 1912	Dumped
Meter gauge 0-4-0T	
22 Freudestein 1908	Dumped
Broad gauge 0-6-0Ts	
51 *Haine St. Pierre*, 1922	In use
52 *Couillet*, 1924	In use
54 *Energie*, 1927	In use
55 *Nasmyth Wilson*, 1891	Dumped

The future

Long rumors of electrification seem now unfounded with the new arrivals of six diesels on the property. At the present rate of decline, steam will probably last up to five years more before being completely phased out. Occasionally, a steam-powered directors' train operates with matching green wooden coaches, once used on the mail train. Double-headed steam fantrips have been known to accommodate organized visiting major railfan groups.

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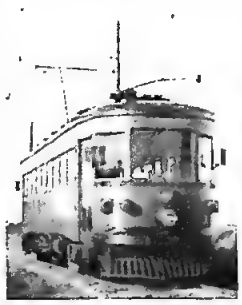

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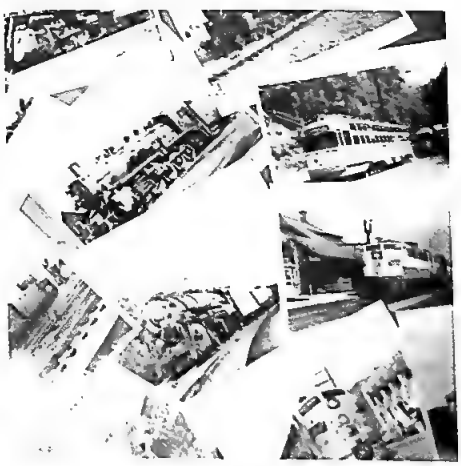

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Transit Currents

New cars for Cleveland

Gather pictures of the old 1955 St. Louis-built blue cars of the Cleveland Rapid Transit System while you can. New cars will soon be in service to replace the old reliables. Four prototype cars have been received so far for testing from Tokyu Car Company of Japan as part of an order of 60 new cars. With a price tag of $891,000 each (which is not bad in this day and age), the 41-ton rail cars are being tested by staff from Tokyu Car Company and the Regional Transportation Authority Technical Department. There will be about two months of testing before drivers are trained and the cars begin to carry revenue passengers on the line from Windermere on the east to Cleveland Hopkins Airport on the west.

The first four cars came completely assembled from Japan. The remainder of the 60 cars will be shipped disassembled and then assembled, along with U.S.-built components, at the General Electric Company works at East 49th Street. This is the way the new cars for the South Shore Line were built, as well.

The accompanying picture shows one of the new cars under test. The information and photo is from Jay Himes.

The O'Hare Extension

Trains began test operations on the Chicago Transit Authority's rapid transit extension into O'Hare field during the first week of August 1984. The airport station and the entire line were originally supposed to be opened in the fall of 1982; construction was delayed two years by strikes and other factors.

The CTA station at O'Hare will be reached through the same tunnels from the main terminal as have been used to reach the parking garage across from the terminals. After the major renovation and improvement programs are carried out at O'Hare, to be completed by the early 1990s, moving walkways will carry passengers from Terminal 1 and Terminal 3 to the CTA platform.

In the Loop, upon completion of the downtown transportation center north of the new State of Illinois building, travelers will be able to purchase airline tickets at the center and then descend into the subway to catch a train directly to the airport. Steve Scalzo sends the news.

New York City news

Francis Finley sends much interesting news from the New York City area. On Sunday, August 19, he took a ride up to Brewster North on Metro North's Harlem Division. Electric m.u. cars have recently taken over from FL9 diesel-hauled cars of ancient vintage on the 53 miles from Grand Central terminal. He rode the new M3 m.u. cars, which use third rail pickup at 700 volts d.c. They can really move according to Mr. Finley. He said the new timetables now being printed will show that the new electric train schedules are from seven to 21 minutes faster than in the past. There will be partial express service on the northern end of the line, with runaround movements to accomplish this. Each track is signaled for movements in either direction, and there are two interlocking plants between North White Plains and Brewster North that are remotely controlled to handle the runaround efforts.

Singing Metro's praises

The huzzahs and ceremony were held on August 25, 1984, as Washington, D.C.'s Metro Rapid Transit System Red Line was extended 6.81 miles between Van Ness-UDC station in the District and Grosvenor station in Montgomery County, Maryland. The line cost $436 million to build and is the second extension of the Metro system into Maryland; the Red Line into Silver Spring was

ONE OF THE NEW "Airporter" cars from Tokyu Car Co. of Japan is test run on May 31, 1984, on the Cleveland Rapid Transit between Puritas and West Park. The stainless 181 has orange and red stripes and is one of 60 new cars for Cleveland's line from Windermere across town to the airport.

JAY HIMES

opened on February 6, 1978. There are five new stations on the newly opened line: Tenleytow, Friendship Heights, Bethesda, Medical Center and Grosvenor. The Bethesda station has the longest escalator in the free world which comes in at 218 feet and 3/4 of an inch. Over 40,000 free rides were taken during the open house celebration.

In addition to cake and festive balloons and speeches by important individuals, there were songs. The singing group called "The Tenley Circle" commemorated the moment of expansion of the $5.5-billion hole with a version of Henry Clay Work's "Crossing the Grand Sierras," a song written in 1870 to honor the first transcontinental railroad. The Metro version goes:

We sing a wondrous story,
DC's not sung before,
To Metro's shining stations,
They're adding now some more.
We'll sing it in the sunshine,
We'll sing it in the rain,
The Red Line's come to Tenley.
Hail the DC metro train.

Carlos Van Leer has also written a song that was used at the dedication of the Friendship Heights station. To the tune of "Maryland, My Maryland" it goes:

Our Metro comes to us today,
In Maryland, my Maryland.
For parking now we'd better pray,
In Maryland, my Maryland.
In summer, heat or driving snow,
Wherever Metro riders go,
Our merchants hope they spend their dough,
In Maryland, my Maryland.

This extension of the Red Line puts the Washington Metro System over the halfway point to its 101-mile total planned length. The system is now 53.8 miles long and operates 56 stations. By the end of 1984 the line is expected to open all the way to the Shady Grove Terminal in Maryland, which will then make the system 60.48 miles long with 60 operating stations. The regional system is intended to have 86 stations when completed.

David Briggs sent the information.

Flashes

The afternoon of July 21, 1984, was historic **DETROIT** PCC Car No. 2268 ran once again at Selfridge Air National Guard Base. This was the first time that such a car had operated in the Detroit area since 1956. George Cutler, who sent the information, is behind the power pack that drives the trolley at Selfridge; it is a bus motor and two trolleybus electric motors hooked up to act as generators. The operation is part of the Michigan Transit Museum.

In Philadelphia, **SEPTA** is having a problem with its regional, high-speed electric commuter rail lines. When SEPTA took over direct management of the regional rail system during the depression days of January 1983, it recruited many experienced railroad employees who had been laid off from railroads as far west as the Mississippi River, along with many local Conrail people. Now with returning railroad prosperity, these people are going back to the freight railroads so that SEPTA has lost about 20% of its fully-qualified engineers. There are service cutbacks while new engineers are being readied to operate the trains.

On August 8, 1984, the **TIDEWATER** Regional Transit Commissioners voted unanimously to ask both the Norfolk and Virginia Beach city councils to officially approve an engineering study for a light rail passenger service that would link the Virginia Beach oceanfront and downtown Norfolk. This is expected to be the first part of a long range planning effort which could see electric rail service to the Norfolk Naval Base and Norfolk International Airport by the year 2000. Joseph T. Donadio sends the information.

SACRAMENTO'S light rail transit project finally has a name. It will be dubbed R T Metro. Marie Wiggins submitted the winning entry, one of 6400.

There is news from Jon Goodman that Penn Station in **NEWARK** is undergoing a major change for the better. Poor upkeep of the building and a significant crime presence was a major disrpution for the 60,000 riders of the commuter and intercity trains, the light rail trolley subway, and the urban, suburban and intercity buses that utilize the station. On August 1, 1984, N.J. Transit took responsibility; upon takeover N.J. Transit increased security 2½ times, installed 90 closed circuit television cameras, got the air-conditioning to work and is installing additional elevators. Jon also provides information that New Jersey voters are going to be urged to create a $3.3 billion transportation program through the November ballot; the program would dedicate a portion to state gas tax to help finance a program of improvement of state, county and municipal highway and bridge construction projects as well as mass transit building projects.

Lightning took another whack at the **SOUTH SHORE LINE** when it hit the brand new substation at Hegewisch, Illinois, on the far southeast part of Chicago. The substation had been providing power for only about 36 hours when a thunderstorm came by and really did a job on the innards. It will be many months before new equpment arrives to get the substation working once more.

While digging under the **ILLINOIS CENTRAL** tracks near the Art Institute of Chicago in connection with a construction of an additional substation to provide more adequate energy for both the South Shore and ICG m.u. electric cars, construction people found the 130-year-old wooden piles that had originally supported the IC tracks when they crossed Lake Michigan. Back in the 1850s the eastern shore of the lake was to the west of the present location of the ICG tracks where Michigan Avenue is now located.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

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Santa Fe Depots
— The Western Lines —

by Robert E. Pounds

SANTA FE DEPOTS
—The Western Lines —

Is an exhaustive study of the depots of the Santa Fe Railway's Western Lines division. *All* Santa Fe depots in Colorado, western Kansas, western Oklahoma, western Texas (including the Orient) and New Mexico (except the A & P depots west of Albuquerque) are included.

Written by a Santa Fe Railway Division Superintendent of Police, the volume contains 450 photos (many rare and previously unpublished) in 240 pages of highest quality paper and edition-bound with spectacular ultra-heavy end papers. These features plus four pages of full color plus a station cross-reference are all combined in an 8½x11 format to make a fine addition to any library.

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Railnews

PRESIDENT REAGAN On October 12, 1984, the Republican Party ran a campaign train, dubbed the "Heartland Special," for President Reagan from Dayton to Perrysburg, Ohio (on the south side of Toledo), over the Toledo Division of the B&O. After a speech in downtown Dayton, President Reagan made whistle-stop speeches at Sidney, Lima, Ottawa, Deshler and Perrysberg. The train consisted of B&O GP40-2 4444 (bedecked with banners, flags and cab sides painted black and relettered), Amtrak F40s 276 and 275, seven Amfleet cars, two Amtrak baggage cars, two heavyweight office cars and "U.S. No.1," the Pullman heavyweight observation car *Ferdinand Magellan*, "built for the exclusive use of the President of the United States" in 1942 and now owned by the Gold Coast Railroad Museum in Ft. Lauderdale, Florida.

The Reagan train retraced one of Harry Truman's famous whistle-stop routes, which caused rival Walter Mondale to accuse him of "stealing Harry's train." A pilot train consisting of B&O GP40-2s 4440/4441 and three cabooses preceded Reagan's train, while the 4442/4443 and three more cabooses protected it from behind. Nice touch with those numbers, Chessie. The *Magellan* returned almost immediately to Washington Union Terminal where it joined about 30 other private cars at the private car owners convention that weekend.

MERGER STATUS As of late October 1984, the fate of Conrail is still being decided, with Norfolk Southern, Alleghany Corporation and the Mariott group in the final running.

On October 16, Milwaukee Road trustee Richard B. Ogilvie recommended acceptance of the Chicago & North Western's modified bid for his road, noting that it was substantially superior to the Soo Line offer. It now goes back to the ICC.

A surprise announcement on October 1 that the Anschutz Corporation (a closely held energy concern) was offering $50 a share for Rio Grande Industries sent a flurry of speculation through the railroad industry about the future of the D&RGW.

CONRAIL'S FIRST In late October GE delivered ten of its new C32-8 microprocessor units to Conrail. Road numbers 6610-6619, they have been seen working the old B&A out of Selkirk, N.Y. Other Dash-8s on the road so far include three B32-8s on the BN, a pair of B39-8s for the Santa Fe and the first of 14 C39-8s (July R&R) for Norfolk Southern.

STEAMTOWN, U.S.A. With flags and bunting flying from the front of ex-CPR 4-6-2 2317, Steamtown, U.S.A., commenced operations in Scranton, Pennsylvania, at 10:47 a.m. on September 1, 1984. Departing from a temporary "depot" of tents and lawn tables adjacent to the magnificent "Hilton at Lackawanna Station" hotel, the train works its way nine miles southward to Elmhurst on a constantly ascending grade ranging from 1.2% to 1.4%. This portion of the old DL&W main line is a beautiful piece of double track railroad (only the westbound track is serviceable) that twists its way up the valley of Roaring Brook with a number of bridges and one respectable tunnel. The scenery ranges from lush mountain valley greenery to the most awesome automobile junk yard in northeastern Pennsylvania—and a nice view of downtown Scranton. The good steel and heavy ballast should make this track relatively easy to maintain for years to come and can probably be made to handle any potentially-operable locomotive in the Steamtown collection.

For 1984, the Steamtown operation consisted of three trains per day (initially departing at 10:35, 12:35 and 2:35, but with the 10:35 a.m. later dropped in favor of a 4:35 p.m. run), six days a week (Monday off) through September and October. All motive power and equipment was kept in the small yard just south of the depot/Hilton. No display equipment was brought down from Vermont, and none of the yard or shop area was used for normal operations. On September 21, two ex-CPR G5 4-6-2s (1246 and 1293) were brought from Vermont to Scranton along with a dozen additional coaches and a couple of boxcars of equipment and parts. In the next couple of weeks the 1246 was put into service, making its first run doubleheaded with 2317 on the 4:35 train on October 7.

By mid-October, the four-car trains of the first week had grown to a typical nine cars and as many as 17 cars on weekends (1203 tickets on one train!). Because of the lack of turning facilities and only a facing point switch at Elmhurst, a D&H RS3 (4075, ex-B&M 1508) was used to maneuver the train to let the steam engine lead the train tender-first back downhill to Scranton. When the train was heavy or no crew available to "baby sit" the RS3 at Elmhurst, it was often doubleheaded behind the 2317 on regular runs. With the two steam engines available, they doubleheaded when the train got heavy.

It is expected that the Scranton operation will begin next spring (a date possibly as early as March) with essentially the same format as 1984. A move from Vermont to Scranton of some of the smaller locomotives (the CPR 1278, 2-8-0 15, MEC 2-8-0 519) and some display equipment is expected in November, with other equipment coming down shortly. In early November tonnage tests will be made with the 1246 to determine if the CPR G5s will be capable of handling the steep grade and heavier trains of the Scranton operation or whether larger locomotives will be slated for overhaul and service. One planned winter project will be the conversion of 2317 back to coal (her conversion to oil for the Vermont Bicentennial train was less than a total success, and the oil fire can't keep up with the engine on a sustained hard pull, in addition to being more expensive to operate than coal). They also hope to get one other steam engine serviceable for the spring (the 1293 if tests favor the G5s or something more powerful if necessary). A few more coaches may also be refurbished and added to the present fleet of 17 fully serviceable cars, all of which are in rather good shape both inside and out.

General Manager Jim Gillespie has assured us that Steamtown is striving for a quality image and a museum-quality presentation. Authentically-painted locomotives and a dignified livery for the passenger equipment is the goal. The recent "name the train" contest will result in a *Scranton Express* drumhead, and a "name the railroad" contest will follow this winter. Gillespie said there'd be no "cutsie-poo" name selected. It looks like they're off in the right direction, for in its two months of operation at Scranton, Steamtown hauled 45,000 revenue passengers, whereas in the *entire 1983 season* in Vermont—"a good year"—they carried a total of 60,000!

Shortly before operations commenced in September, Don Ball resigned as Executive Director, though he will continue to work with the Steamtown board and management in a consulting capacity. The image of 2317 rounding the curve out of the Roaring Brook gorge into the open valley beneath Interstate 84 and Charlie Millard taking everything the track speed will give him, bounding uphill like the *Lackawanna Limited* (see page 2), is an eloquent tribute to Ball's efforts to move Steamtown to this fine piece of railroad. It has the potential of doing for main line railroading what the Durango & Silverton and Cumbres & Toltec have done for the narrow gauge.

NEWFOUNDLAND The last two branch line mixed trains on the CN/TerraTransport narrow gauge lines in Newfoundland made their last runs in September 1984, leaving the main line mixed between Bishops Falls and Corner Brook as the last regular passenger service on the island. A pair of the handsome little EMD G8 road switchers on A1A trucks (800, 804) took the last mixed for the Argentia Branch out of St. John's on Wednesday, September 19, and the same power worked the last run to Carbonear the next day. The 18-mile Argentia Branch and 37-mile Carbonear Branch will continue to get local freight service as needed, but the regularly-scheduled mixeds are now a thing of the past.

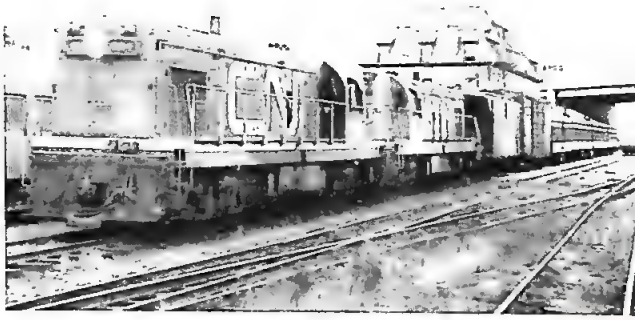
The beautiful countryside and down-home hospitality of the crews will long be remembered by those fortunate enough to have ridden the mixeds—Conductor Gordy Smith served succulent roast moose to the passengers on the last Carbonear run. The main line mixed, daily out of Bishops Falls at 9:30 a.m., lacks the rural charm of the branch mixeds but is very much worth a visit in its own right. It usually gets the GMD Geep-like NF210 units and a heavy freight consist with the coach on the rear. It makes a westbound run from Bishops Falls to Corner Brook in daylight, arriving mid-afternoon and heading back east in late afternoon, arriving back at Bishops Falls sometime before midnight. This mixed handles the St. John's-Port aux Basques through freight in each direction, primarily container traffic, though the consist is much shorter on Mondays, when the through freight does not run—RICHARD FOREST.

THE FAST MAIL The U.S. Postal Service and Amtrak have announced that they will begin "mail-only" trains between Washing-

PRESIDENT REAGAN campaigned across Ohio on October 12 aboard the "Heartland Special," shown here departing Dayton at 2nd Street Junction. Reagan was riding the presidential car *Ferdinand Magellan*, on loan from Florida's Gold Coast Museum.

RICHARD FOREST

TWO PHOTOS DAVID OROSZI



NEWFOUNDLAND lost its two branch line mixeds in 1984. The last Carbonear mixed is shown about to depart St. John's on September 20. One main line mixed train remains.

ton, D.C., and Boston, Mass., on October 30. The new trains will handle only storage mail (baggage cars, not RPOs) and no passengers. Presently, mail dispatches for cities on the Corridor are carried on regularly-scheduled Amtrak passenger trains; in contrast, the new mail trains will be scheduled specifically for USPS requirements.

The northbound train, *The Fast Mail* (named for the famous CB&Q RPO train), will depart Washington at 1:45 a.m. and arrive Boston at 11:45 a.m. The southbound train, *The Mail Express*, will leave Boston at 2:00 a.m. and arrive Washington at 11:25 a.m. The mail trains will run daily except Monday (when mail will be carried on regular passenger trains) and will carry First Class, Second Class and Express Mail, with intermediate stops at Philadelphia and New York City.

RAILFAN covered the last U.S. RPO service, the N.Y. & WASH., which made its last run southbound with green and pinstripes GG1 4935 on June 30, 1977, in the December 1977 issue.

ELECTRO-MOTIVE Some very interesting things are coming out of the Electro-Motive Division of GM. Burlington Northern SDP45 6599 was recently spotted on Stampede Pass with a remarkable new truck under its rear end. The 6599 is equipped with an experimental self-guiding B+B truck, based on a very successful dual-bogie arrangement developed in South Africa. Essentially two two-axle/two-motor trucks combined into one suspension system, the new arrangement is a potential replacement for the huge "D" truck of DD35 and Centennial fame on future locomotives using the 710 engine, which has growth capability well over 4000 h.p. from a single 16-cylinder engine—much more than a conventional six-motor, C-C unit could efficiently handle at low speeds.

Each "half" of the new truck is linked so that it will guide its counterpart into and through curves, drastically reducing wheel and rail wear and giving the truck the proper geometry to apply the maximum possible tractive effort to the rail on a curve—a great advantage considering the capabilities of the Super Series wheel control system. The truck transmits its power through linkage rods similar to those on the B-B-B GM10B electric demonstrator. Under the front of the 6599 is a standard EMD six-wheel truck, but the wheel arrangement is A1A-B+B, as the unit has only six motors—the lead

CONRAIL'S FIRST C32-8s, 6610-6619, have been placed in service. The 6611/6575/6610 were on NHSE-2A at W. Springfield on October 27.

JOSEPH R. SNOPEK

truck has the center traction motor removed (its transition circuits require an even number of motors).

Meanwhile, at the other end of the spectrum, the Seaboard System is taking delivery of the first of a new model for EMD, the MP15T. While it strongly resembles the "baby tunnel motor" MP15ACs, the new "T" stands for turbocharged. Seaboard 1200-1214 pack a turbocharged eight-cylinder 645 engine, which should provide a noticeable fuel savings over the conventional twelve-cylinder version. They will be getting eight more in early 1985, along with 21 more SD50s (8603-8623).

And while we're on the subject of SD50s, the 60 Missouri Pacific SD50s (5000-5059) in UP colors will begin to arrive in November 1984, and the D&RGW is reportedly pleased with the performance of the 17 it had delivered in October, though the units were built to Seaboard specs for quick delivery and the lack of D&RGW "standard features" is causing some inconveniences. Meanwhile, the SP/SSW is taking delivery on its 34 GP40-2s (SP 7240-7247, SSW 7248-7273), and the British Columbia Railway will be getting five new SD40-2s from GMDD in Canada wearing a new red, white and blue paint scheme (the British Columbia provincial colors, though not necessarily the same styling as the Tumbler Ridge electrics).

Meanwhile, back in La Grange, three employee/railfans and company photographer Joe Krajniac set up a night photo session in the back lot of the plant of three of the SD60 demonstrators—various photos from the session made the SD60 press brochure, the October *Railway Age*, and our page 2. Jack Wheelihan and Preston Cook of the Service Department did the lighting along with student Bob Lambrecht; all three are accomplished railfan night photographers. (The fourth SD60, EMD 2, was in Trinidad, Colo., undergoing high altitude testing at the time.)

EMD has announced that the "60 Series" will include the 3800 h.p. SD60 and GP60 with 16-cylinder turbocharged 710 engine, and the turbocharged twelve-cylinder 710-equipped SD59 and GP59 at a lower—but unspecified—horsepower. They say that the GP60 and SD60 will be 14% more fuel efficient than their 50 Series counterparts. A total of 17 prototypes are to be built and tested. As a part of this program, the SP has traded its five remaining SD45Xs (9500-9504) back to EMD where they will be rebuilt as 710-engine test beds.

And in the commuter business, Maryland's MARC will be getting four AEM7 electrics, rather than F40s, for its new "MARC Mark II" commuter cars on order from Japan. To power the new cars abuilding at the same Japanese plant (September 1984, page 29), Caltrans has ordered 18 new F40PHs from EMD for spring of 1985 for its San Francisco commute service. Get those Harrimans and SDs while you can, the push-pulls are coming!

MOVIE TIME New York's Metro-North Commuter Railroad is the setting for a movie due out in December 1984 from Paramount Pictures. "Falling In Love" stars Meryl Streep and Robert DeNiro as commuters from Ardsley and Dobbs Ferry who meet on their daily train to New York and end up "falling in love." The company filmed the outdoor action sequences on actual former-NYC locations, and they went to considerable effort to make the railroading aspects of the film as authentic as possible. A full size mock-up of an M-1 car interior was set up in the Brooklyn Armory for the on-train sequences, and they coordinated the exterior views seen through the windows (filmed from M-N trains) with the proper "timing" of the characters' ride—right down to braking action and an air-horn salute to a lineside track gang. That Christmas crowd in Grand Central, however, was an army of sweating extras in June.

NICKEL PLATE BERKSHIRE Ft. Wayne's NKP 2-8-4 765 has put in a busy year in 1984, with numerous trips around the Midwest in addition to a starring role in the NRHS Cincinnati Convention (see pages 46-48). On September 13 she was deadheaded on a freight consist from Ft. Wayne to Chicago to handle trips on the C&NW to Sterling, Ill., on September 15 (see page 68) and Janesville, Wis., on the 16th. Then she made a surprise deadhead move to Virginia to handle a chartered special for United States Fidelity & Guarantee for a sales promotion conference the insurance company was having at the Greenbrier Hotel. The 765 handled the special over the C&O from White Sulphur Springs to Covington, Va., with four domes, a diner and a lounge car. She then returned to Ft. Wayne for two trips to Lafayette, Indiana, on October 20-21. On the Saturday trip she struck some spikes put on the rail by vandals and derailed her pilot truck at 50 m.p.h. The truck was witnessed bouncing along the ties for about 400 feet before it crossed a trailing point switch and re-railed itself, inflicting minimal damage. Some repairs were made, and the 765 completed her Saturday trip and ran Sunday without incident.

MEXICAN PA UPDATE B&K Engineering of Chicago reports that its efforts to acquire the last serviceable ex-D&H Alco PA4 passenger unit (No. 19) from Mexico are still on track but are being subject to some delays—at the moment, not money on B&K's part, as they have the necessary cash available. The PAs and numerous other locomotives acquired from the U.S. by Mexico in the late 1970s are reportedly tied up between the railroad and the Mexican government in a controversy over the circumstances under which they were initially imported. B&K has indications that this could take anywhere from one to five years to resolve, but that they are still first in line to bid on the unit when it becomes available. Meanwhile, NdeM has been keeping the 19 in good running order and has done some body work on the unit. The shell of the 17 is not serviceable but is in potentially restorable condition and is also a candidate for purchase. The 16 and 18 were wrecked and are damaged beyond reasonable repair.

EUREKA SOUTHERN The Northwestern Pacific from Outlook (on the north side of Willits, Cal.) to Eureka is being sold by the Southern Pacific to Bryan Whipple (former president of the Iowa Railroad) and the "NWP Acquiring Corporation" with GATX Financial providing the financing. The 165 miles of railroad, acquired for approximately $5 million, will be operated as the Eureka Southern and is expected to lease motive power to begin operations. The new company is reportedly getting the roadbed, track and stations, while the SP will retain for sale the non-railroad lands in the Eureka for sale.

The SP, which has been trying to shed itself of the troublesome NWP (tunnels, washouts, landslides etc.) for many years, will continue to operate the line south of Willits, where it provides the only connection for the lumber and tourist hauling California Western—the Eureka Southern will provide similar service for the Arcata & Mad River—DAVID LUSTIG.

AMTRAK SDP40FS The Santa Fe has picked up 18 of the 37 SDP40Fs Amtrak put on the auction block in September 1984, trading the passenger carrier 18 SSB1200s and 25 CF7s for them. The deal worked out well for both carriers, as Santa Fe has an excess of switchers and a shortage of road units; vice versa for Amtrak. Santa Fe acquired SDP40Fs 511, 526, 615, 622, 628, 629, 630, 632, 633, 634, 635, 638, 639, 640, 643, 644, 645 and 649.

Amtrak received SSB1200s 1215, 1217, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1228, 1230, 1231, 1232, 1233, 1239, 1240, 1241 and 1242, along with CF7s 2430, 2433, 2437, 2438, 2439, 2440, 2445, 2453, 2454, 2456, 2457, 2459, 2460, 2461, 2462, 2463, 2513, 2556, 2562, 2584, 2587, 2588, 2592, 2595 and 2645.

The SSB1200s are rebuilds of EMD SW7 and SW1200 units upgraded at the road's San Bernardino Shops (SSB for *S*witcher, *San B*ernardino) and scattered throughout the system. The sale of these 18 SSBs will leave only eleven on the Santa Fe. The switchers and CF7s will likely put quite a dent in Amtrak's RS3 fleet.

All 18 SDP40Fs will be sent through the San Bernardino Shop for a complete rebuilding, upgrade in electricals, removal of boilers and possible truck modification. Approved in the 1985 capital budget, the rebuilding program will begin in January 1985, and the units will be numbered from 5949 downward.

As of this writing, eight were delivered to Santa Fe at Chicago and ten in Los Angeles. Many have already entered service wearing Amtrak colors and numbers—DAVID LUSTIG.

THE CEDAR VALLEY RAILROAD The last run of the Illinois Central Gulf's Albert Lea District was made on Thursday, September 20, 1984, when the tri-weekly train made its trek from Albert Lea, Minnesota, to Waterloo, Iowa. Once an important IC/M&StL through route between Chicago and Minneapolis, the line has been going downhill since the M&StL was abosrbed into the C&NW in

JAY WILLIAMS

NICKEL PLATE BERKSHIRE 765 was westbound through Mentone, Ind., with about 25 freight cars on September 13, 1984, deadheading to Chicago for weekend C&NW fantrip.

DAVID LUSTIG

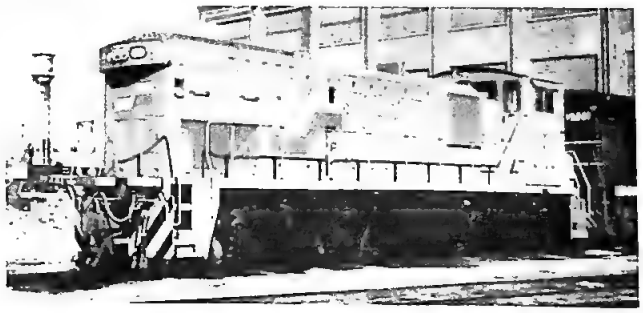
AMTRAK SDP40FS have been showing up on the Santa Fe, which traded switchers and CF7s for 18 of the passenger units. The 632 and 638 were on Cajon Pass on September 6.

FRANK ENGLISH

MOVIE TIME at Dobbs Ferry, N.Y., last June, finds Academy Award winning actress Meryl Streep giving an "okay" sign to the director while filming a scene on Metro-North for Paramount's "Falling In Love."

ELECTRO-MOTIVE put a turbocharged eight-cylinder 645 in its new MP15Ts. Seaboard 1201 (right) was at BRC's Clearing Yard on September 19.

GLEN P. KOSHIOL



1960. The 100-mile IC segment was purchased by Jack Haley for $3+ million in a deal that included four locomotives (two on the property and two to be selected later). The new line has been named the Cedar Valley Railroad, and it made its first run, a public relations and press special, from Waterloo to Osage on Saturday, September 22. Equipment consisted of CVR's two ex-IC Paducah Geeps 9363 and 9086 plus a couple of ICG flats and a caboose borrowed for the occasion. On Sunday they continued to Albert Lea. With 15 cars already in Waterloo to move north, the Cedar Valley started business on Monday, September 24.

According to the CVR's M.J. Connor, the line had 1500 cars originating or terminating and 2000 cars of overhead traffic in 1983. The road has commitments from shippers that could almost triple the originating/terminating business, as they will present blocked traffic to the ICG at Waterloo to receive the 30+ car rates for grain shipments. They will operate with two-man cabooseless trains and commence with only ten employees, operating out of Osage for Waterloo and Albert Lea. The ICG connection is officially Mona Junction, but the CVR will operate into ICG's Waterloo Yard for interchange—LLOYD RINEHART.

MISSISSIPPIAN RAILWAY Veteran 2-8-0 77 has returned to regular service on her home rails in Amory, Mississippi. The Magnolia State Railway began operations in April 1984 with the Amory Railroad Festival, running ex-Mississippian 77 on eight miles of the Mississippian Ry. from Amory to Smithville. The train consists of two ICRR m.u. trailer coaches acquired from the Crab Orchard & Egyptian of Marion, Ill. (itself the operator of a freight-hauling 2-8-0). Normal operations for the Magnolia State Railway are weekends and holidays from late May through Labor Day, plus the April Railroad Festival.

When the Missippian was making history in the early 1960s as the last steam operator in the state, the 77 was the "property" of engineer James Carlisle, who is still on hand to run her for the Magnolia State. Sister engine 76, now operating on the Gettysburg Railroad in Pennsylvania, was under the care of James' brother, Frank Carlisle. Both 2-8-0s were originally Frisco engines.

DAVID M. JOHNSTON

MISSISSIPPIAN RAILWAY 2-8-0 77 is running again on home rails for the Magnolia State Railway, shown (above) at Amory on August 25.

THE CEDAR VALLEY RAILROAD began operations on September 22, 1984, with a press run out of Waterloo (below) with ex-ICG Paducah Geeps.

LLOYD RINEHART

Coors

Brewed with Pure Rocky Mountain Spring Water® And a Railroad.

by Greg Monroe

Its affectionately known as Colorado Kool-Aid, and to many, there is no beer quite like it. And, like the beer it produces, the Adolph Coors Company in Golden, Colorado, is itself a little unique.

Born of the dream of a young German immigrant in the 1870s, Coors has grown from a production of 3500 barrels a year in 1880 to a present yearly production of over 9 million barrels of Coors, Coors Light, Herman Joseph's, Killian Red and Golden Lager, in addition to other products. Today Coors is not only the fifth largest brewer in the United States but is the largest single-site brewery in the world.

Unlike most other beers, Coors is not pasteurized but rather is brewed with an entirely natural process that relies on quality ingredients, careful brewing procedures, and refrigeration at near-freezing temperatures to insure purity and the taste that Coors is famous for.

Coors pioneered the use of the all-aluminum, recyclable can in 1959, and the Coors can manufacturing plant is also the largest such can plant in the world. The Coors Porcelain Company is one of the world's major suppliers of technical ceramic products for scientific and industrial use and is the only manufacturer of porcelain chemical ware in the U.S., Canada and Mexico.

Coors is a leader in energy and environmental concerns, establishing pro-

PHOTOGRAPHY GREG MONROE, EXCEPT AS NOTED

cesses for recycling and waste treatment. They have won awards from the Environmental Protection Agency and the Federal Energy Administration for their efforts in energy conservation and environment control.

The glass division of Coors Container Manufacturing produces all the bottles used to package Coors' products, and it boasts the only glass plant in the world with an all-electric furnace for producing amber glass.

And serving this large brewery and complex of related businesses is Coors' own railroad—a railroad that is itself as interesting and unique as any of the other major operations at Coors.

Working on the railroad

April 16, 1984. A Coors employee was loading fresh kegs of ice water aboard the three red engines idling across from the maintenance building as I arrived at 6:30 a.m. to ride with a crew working the day shift on the Coors railroad. I climbed aboard C998, sitting on track 21, and drivers Bob Eke and Mike Bernhardt, after talking briefly with the crews of C987 and C988, sitting beside C998 on the engine spur, joined me in the cab. They discuss the morning yard check sheet, Mike dons his radio gear, and we move out.

C988, with Bud Branning and Ron Peck aboard, are assigned to work the Commodities Yard today, and they switch over to track 21 and move back west toward the brewery. C987, with Billy Roberts and Jerry Lynch, move over to the fueling spur and back down to the fuel tanks outside the maintenance shops. C991 was also sitting on the end of the fueling spur on Whiting 35 ton jacks, the victim of traction motor problems. Billy and Jerry are assigned, along with Bob and Mike, to work in the "valley" today and will join us after filling up with diesel.

We stop briefly near the west end of the East Yard, and Bob and Mike again go over their yard checks, deciding how to get started. As shown on the yard check, all but two of the eleven tracks in the East Yard are full, with box cars and grain hoppers waiting to be moved to various destinations at Coors. With so many waiting cars, it promises to be a busy day.

We move on into the yard, switch onto 9 track, and couple on to a long string of cars. Another day on the Coors railroad has begun.

Coors' railroad is one half of the on-site supply system at the Adolph Coors brewery, along with a large fleet of trucks. The railroad distributes incoming empty box cars and loads of materials used in the production and shipment of products at Coors, and places the loaded cars for pickup and movement to market by Burlington Northern.

For years, the Colorado & Southern (now BN) not only provided train service to Coors but handled all the switching duties for the brewery. However, with the continuing expansion of Coors' business, by the early 1960s it was becoming evident that a change was needed.

To handle the increased car loadings necessary to move its beer products to market, and faced with limited space in which to build and operate a conventional switching yard, Coors engineers designed and built a transfer table system along the loading bays of the brewery. The system worked perfectly; however, C&S engineers were reluctant to move onto the tables with their engines, and, along with the increasing volume of rail cars being handled at the brewery and the need for further expansion of the yard trackage, Coors decided to obtain and operate its own yard switchers. The Coors railroad was born.

IN A MAN-MADE CANYON, C989 waits outside the south transfer table tunnel; the CORX hopper is on the Hi Elevator track, while the boxcars are on the Hi Keg track. In the scene opposite bottom, the C988 works in the North Yard of the brewery complex.

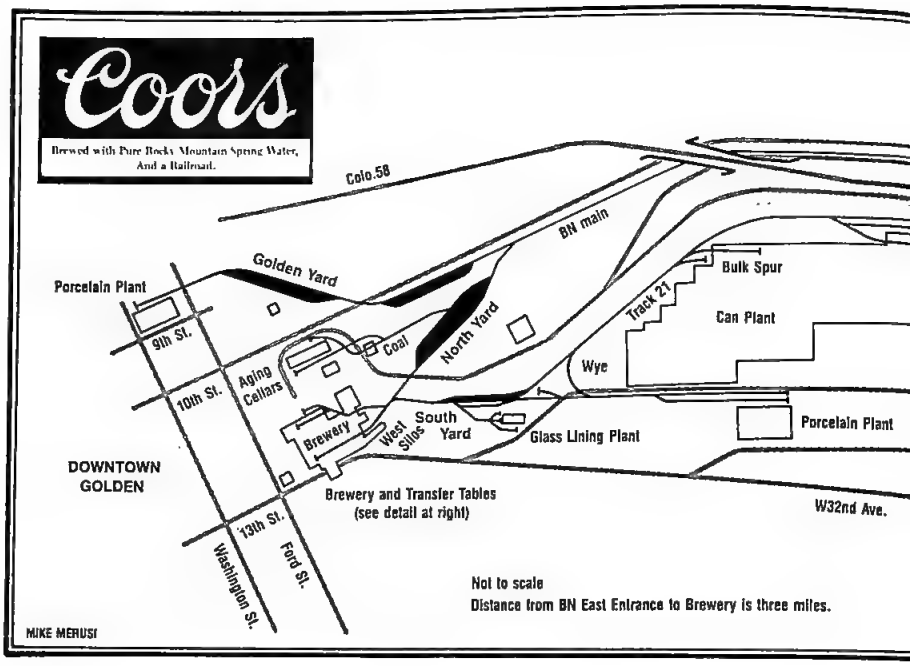
Coors obtained its first engines in 1965, two GE 80-tonners, Coors' numbers C999 and C998 (the first engine, C999, quickly acquired the nickname "Dingy"). The North Yard was built, with a connection to the C&S main, in 1963-64 (C&S originally switched Coors via a spur off their Golden Yard which entered the Coors property in the area of the present day west silos). As the need increased for a larger system, the South, East and Commodities yards were added.

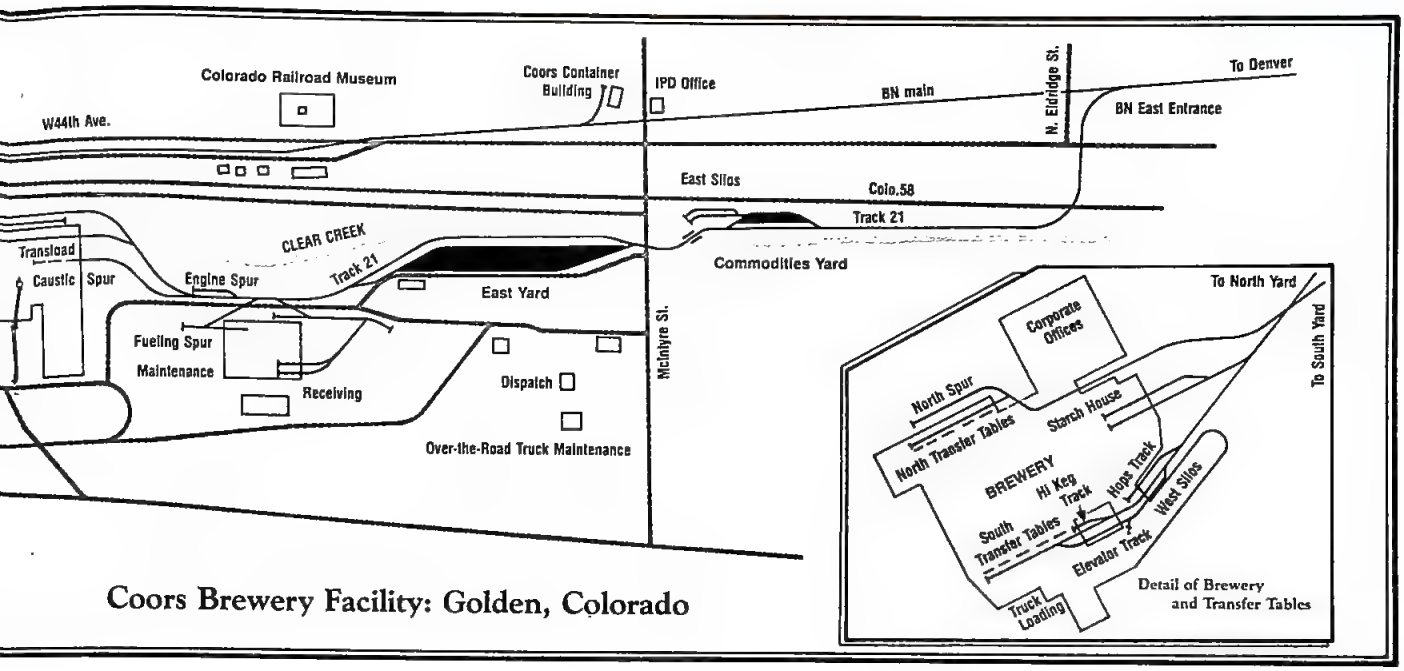
Coors developed its railroad by trial and error. Radio-controlled switches were tried but proved to be unreliable. Planes passing overhead and weather changes would throw the switches. In 1974, a GE 44-tonner (C992) was acquired and outfitted with remote controls. But the unit proved to be too light to efficiently handle the switching duties and was retired after only three months' service.

Between 1969 and 1971, Coors sold the 80-tonners and acquired its first five SW8s, all second hand (four Cincinnati Union Terminal and one Lakeside & Marblehead (Standard Slag), and put them into service as C993-997. These five engines were in use until, beginning in December 1980, they were replaced with five ex-Rock Island SW8s, rebuilt in the Silvis Shops, and a lone SW1001, bought new.

The current operation consists of these six switchers, SW8s C987-C991 and SW1001 C998 (same number as the GE 80-tonner), and 29 "drivers," as the train operators at Coors are called. The railroad operates eight-hour shifts daily around the clock. Five two-man crews and five engines work the day jobs, while a Commodities and occasionally a Valley crew are not used on afternoons, nights, weekends and other slow periods. The sixth engine is rotated in for service on a regular schedule.

Two engines, usually the 998 and an SW8, work in the "valley" east of the brewery, breaking up cars received from BN in the East (receiving) Yard, spotting them for inspection and repair and moving cars ready for use from the East Yard to various locations at Coors. To the east of the East Yard is the Commodities Yard and the east grain silos (also referred to as simply "McIntyre" after near-by McIntyre Street), where incoming loads of rice, barley and hops are stored and blended before being moved to a second set of silos to the

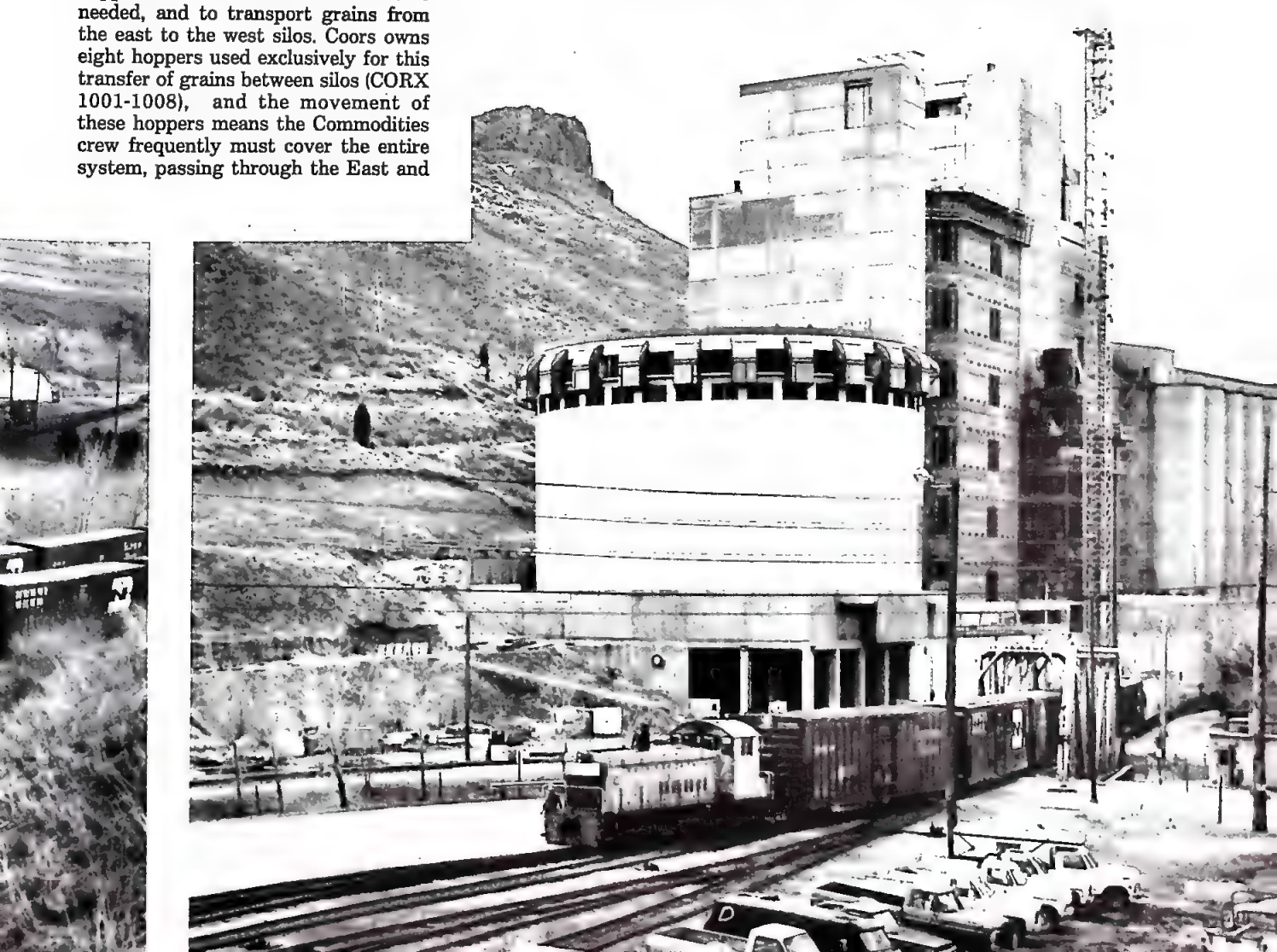




Coors Brewery Facility: Golden, Colorado

west near the brewery. It is the job of the "Commodities crew" to move grain hoppers in and out of the east silos as needed, and to transport grains from the east to the west silos. Coors owns eight hoppers used exclusively for this transfer of grains between silos (CORX 1001-1008), and the movement of these hoppers means the Commodities crew frequently must cover the entire system, passing through the East and

A NEW MALTING HOUSE is under construction behind the C989, which is crossing the truss bridge over Clear Creek into the North Yard; the West Silos are behind the malt house. In the opposite bottom photo, two SW8s work the South Yard, with the North Yard just across Clear Creek and a portion of the BN's Golden Yard behind that.



South yards as they travel between silos.

The remaining two crews are assigned to the two sets of transfer tables that handle the loading of beer products, one crew each to the north and south tables. These crews switch out loaded cars of beer and spot them in the North, or classification yard, for pickup by BN, and move empty box cars into position for loading. The two table crews change shifts on 1 track in the North Yard rather than across from the maintenance building as do the other crews.

The crews rotate assignments on a two-week schedule, except for the Commodities crew, which rotates weekly. Drivers are on permanent shifts, according to seniority. If a driver doesn't like graveyards, he is stuck there until

by Greg Monroe

he gains enough seniority to move to another shift. And as most Coors employees have been with the company for many years, this means drivers must often put in several years before getting a chance to change shifts. The senior man on the swing shift, Gary Kerr, has ten years with Coors, and as day shift driver Brad Meyers commented rather laconically, "I've been here 18 years and I *still* can't get hunting season off!"

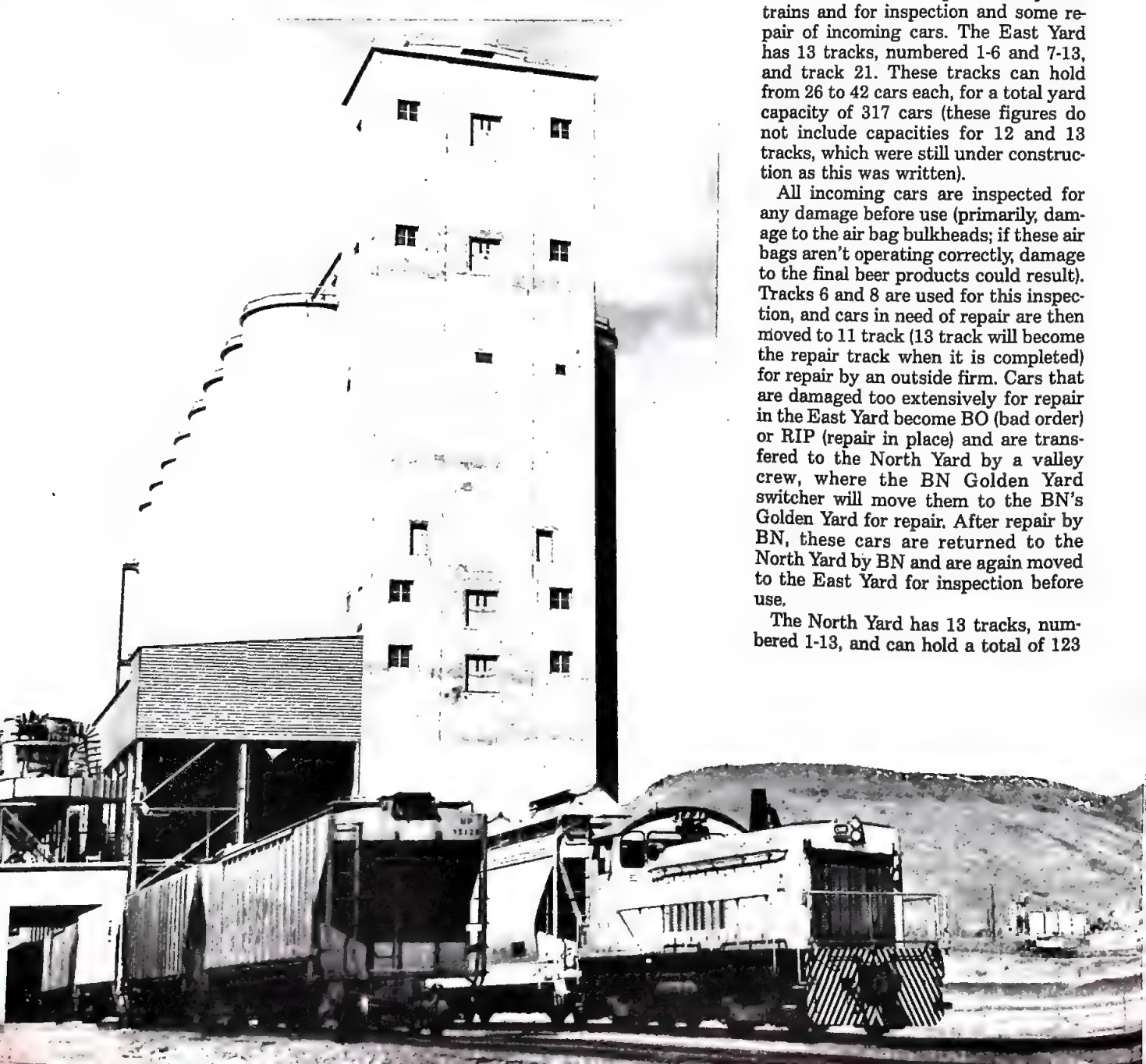
Individual crews also rotate between engineer and groundman duties on a day-to-day basis. There is no distinction between the two; all drivers at Coors are equally qualified for train operation and brakeman work. Duties are rotated to help alleviate the boredom that can set in on any job done day after day. In addition, the two table crews also daily rotate between the north and south transfer tables.

Other drivers are assigned as relief crews, working for the regular crews on off days and vacations. A supervisor is on duty for each shift, checking on the crews regularly and helping with any problems that may arise.

The East and North yards are the scenes of most of the daily train activity at Coors. The East Yard is used to receive and break up the daily BN trains and for inspection and some repair of incoming cars. The East Yard has 13 tracks, numbered 1-6 and 7-13, and track 21. These tracks can hold from 26 to 42 cars each, for a total yard capacity of 317 cars (these figures do not include capacities for 12 and 13 tracks, which were still under construction as this was written).

All incoming cars are inspected for any damage before use (primarily, damage to the air bag bulkheads; if these air bags aren't operating correctly, damage to the final beer products could result). Tracks 6 and 8 are used for this inspection, and cars in need of repair are then moved to 11 track (13 track will become the repair track when it is completed) for repair by an outside firm. Cars that are damaged too extensively for repair in the East Yard become BO (bad order) or RIP (repair in place) and are transfered to the North Yard by a valley crew, where the BN Golden Yard switcher will move them to the BN's Golden Yard for repair. After repair by BN, these cars are returned to the North Yard by BN and are again moved to the East Yard for inspection before use.

The North Yard has 13 tracks, numbered 1-13, and can hold a total of 123



cars (individual track capacities range from 6 to 13 cars) with track 1, which interchanges with the BN line, used as the run-around track. Track 1 switches off the "Coal Track," which runs from the south transfer tables into the North Yard. Fresh empties ready for loading on the transfer tables are moved from the East Yard into the North Yard by the valley crews and are stored on 5 and 3 tracks. 13 track is used for spotting of RIP and BO cars for BN pickup. The other North Yard tracks are used to block loaded cars according to their eventual market destinations, for pickup by BN. Returning empties (such as grain hoppers) are also spotted here for pickup.

Across Clear Creek and just south of the North Yard, is the South Yard, with five tracks holding a total of 76 cars (track numbers 22-26) plus track 21. The South Yard is used for storage of cars waiting for use at Coors, including empty boxes for loading on the transfer tables. The fourth yard, the Commodities Yard, has four tracks (1-4) in addition to two tracks serving the silos and is used to hold waiting grain hoppers and also for storage of Coors' own cars not currently in use. It has a total capacity of 37 cars.

Connecting the Commodities, East and South yards is 21 track, the "main line" at Coors, running through these three yards to interchange with the Coal Track near the North Yard. The transfer tables and other tracks in the west silo area switch off the Coal Track, while most spurs serving other Coors' industries switch off 21, including a closed wye between the can plant and the South Yard that leads to the two porcelain plant spurs south of the can plant.

The transfer tables

One of the most unusual aspects of the Coors operation is the use of transfer tables. SW8 C991 idles patiently outside the tunnel covering the tables lining the south side loading bays. Nine 60 and 64-foot specially insulated "beer boxcars" are each sitting on a transfer

Railfanning Coors

SW1001 C998 works north of the Can Plant; that's the Rte. 58 bridge.

Because of the very necessary security measures in force, railfanning the Coors rail operation is quite limited. Although visitors are welcome at Coors, general access to the grounds is forbidden, and routine permission to come in and photograph the rail operation will likely be denied.

However, much of the operation can be easily viewed from either West 44th Avenue (which becomes 10th Street in Golden) or West 32nd Avenue (13th Street in Golden), which parallel the north and south boundaries of the Coors property. Operations in the East, South and North yards can be watched from these two roads, but good photo opportunities are very limited—and traffic is heavy and parking areas few on both roads, so be careful.

The only place where an observer would have a good chance to get a close-up view of one of the red Coors SW8s would be at the North Yard interchange with the BN main line. Frequently, Coors engines venture right up to this interchange, which is right beside West 44th Avenue. Otherwise, photographers will have to be content with overall views of the yard operations, and a normal lens or short telephoto would be best here. A longer telephoto, in the range of 400-500mm, would be necessary for any other attempts at getting a picture of the engines at work.

To obtain the photos for this article, a medium format camera with 75, 90 and 200mm lenses with Tri-X film was used for 99% of the black and white work. A red (25A) filter was used to lighten the red engines, making them "stand out" better from their often darker backgrounds.

Coors regularly provides tours to the public, which are very interesting and highly recommended. But these tours are limited to the brewery operation, and it is doubtful if you would see any rail activity while on this tour—GREG MONROE.

RON PECK

RON PECK

THE COORS SWITCHERS are not equipped for m.u., so a rare view like this of three SW8s in the South Yard involves a triple header. In 1974, 44-tonner C992 (right) was tested with remote control. The C988 is shown at left with CORX special hoppers at the East Silos.

THE TRANSFER TABLES are probably the most fascinating aspect of the Coors operation. On the South Tables, the SW8 (top) waits as groundman Harold Peterson starts the table to move out a loaded boxcar. It moves sideways (above) to line up with the running track (below). The "outer tables" line up to form the running track, while their companion "inner tables" hold the cars in position for loading at the various bays.

table holding an isolated 68-foot section of track tight against the loading bay wall. To the left of these cars is a second set of connecting tables and track stretching back into the tunnel and holding an additional six boxcars. On the wall across from the cars being loaded are two parallel rows of lights, all glowing green in the dark tunnel.

Although it is April 2nd and the calendar says it is spring, low dark clouds rolled in across the Rockies during the night, and light snow has started to fall. The warmth of 991's cab is welcome. With me in 991 are driver Brad Meyers and groundman John Horn, working the day shift and assigned to work the "tables" this week. The pleasant smells of beer being brewed waft into the cab to mingle with the low rumbling sound of the SW8's 567 as we wait for the signal that a car is loaded and ready for switching.

Soon, one of the green lights across from bay no. 3 is replaced by an orange light, our signal that that car is loaded and ready to be replaced with an empty. Brad brings 991 out of its slumber, and we move onto the tables and glide back down to bay 3. John leaves 991's cab and, controlling the tables by means of a set of switches on the wall under the lights, starts the table holding the loaded boxcar moving sideways away from the loading bay.

When the table's track holding the loaded car are in alignment with C991, Brad moves onto the table, couples onto the car and moves it off the table. We back down to the waiting boxcars, bring one back and leave it on the empty table. John moves the table and empty car back into position by the loading bay.

The lights are now all green again, and another load of Colorado Kool-Aid is ready to go to market.

If the Coors railroad and the shipment of Coors' products by rail are the lifeblood of the Coors distribution system, then the Coors transfer tables are the very heart of this vital transportation network. Designed by Coors to fill a specific need, the transfer tables are one more example of the unique and innovative thinking there.

Faced with the need for a large switching yard to facilitate loading of its finished products--and the lack of space such a yard would entail (Coors' brewery is backed up against downtown Golden)—Coors personnel designed and built the company's first sets of transfer tables in 1964. Today, 19 tables, ten on the south side of the brewery (odd alternating numbers 0, 1, 3, 5 etc. through 17), and nine on the north side (even alternating numbers 2, 4, 6 etc. through 18), allow individual cars to be moved into and out of loading bays using but two parallel tracks for all the loading bays on each side of the brewery, thus eliminating the need for a

much larger system of switches and yard trackage.

Each transfer table is comprised of two moveable platforms, each platform holding a set of tracks. The inside platform holds a single boxcar against the loading bay while the outside platform's tracks align with the other tables forming a continuous track paralleling the inside tracks. The inside platform, in moving away from the loading bay, in turn pushes the outside platform over until the inside platform and its set of tracks holding the loaded car are in alignment with the outside platforms and their trackage. This allows the waiting engine to couple onto the loaded car, move it off the table and move a fresh empty on. After the empty car is blocked in place on the table, the engine moves off and the platforms are moved back until the outside platform is again in alignment with the other outside tracks, and the inside platform has the empty boxcar in position by the loading bay. While this new empty is then being loaded, the engine is free to move along the outside tracks to each individual bay and pull out or spot a car as needed without having to move and

Coors
Brewed with Pure Rocky Mountain Spring Water.
And a Railroad.

by Greg Monroe

position a string of cars to get at it.

When the lower green light on the wall across from the loading bay turns orange, this is the engine crew's signal to switch out the loaded car and move in an empty. While the outside tracks are out of alignment during the movement of the tables, the upper green light turns red. In addition, a ringing bell also signals that the tables are in movement during their operation.

The usual practice is to position five or six empty boxcars on the outside tracks. When a loaded car is switched out, the engine pushes back with the loaded car, couples onto an empty, pulls it onto the table being switched. After the empty is in position by the loading bay, the loaded car is then moved back and left with the other waiting empties, the engine pulling up to wait just outside the tunnel entrance (to avoid the accumulation of exhaust fumes in the tunnel) for the next switching move.

Crews will also try to assemble the loaded cars as they are switched off the tables for easy blocking in the North Yard. Each loaded boxcar is tagged with a number corresponding to a track (and the eventual destination of that car) in the North Yard. For example, all cars destined for blocking on track 9 will have that number tagged on them. This allows the engine crew to position cars with the same numbers together as they switch out loaded cars on the tables, saving further switching moves in the North Yard. When five or six loaded cars have been switched out, they are pulled into the North Yard and blocked on their appropriate track, six fresh empties are then moved back onto the tables' outside track, and the crew again waits for the orange lights signaling a loaded car is ready.

Fresh empties, after having been inspected in the East Yard and okayed for use, are moved by one of the valley crews and stored on 5 and 3 tracks in

The BN at Coors

WITH ITS CABOOSE ON THE MAIN, A BN FREIGHT PULLS CARS OUT OF COORS' NORTH YARD.

Until the mid-1960s, the C&S (Colorado & Southern, now Burlington Northern) handled all the switching duties at Coors, in addition to supplying daily train service. But with the expansion of the Coors brewery and other industries, Coors bought their own engines and took over the switching chores, although officially Coors does the switching *for* Burlington Northern.

This BN line was originally built in the late 1800s as a Golden-to-Denver connection for a planned railroad up Clear Creek Canyon to serve the mining districts. The standard gauge line interchanged with the Colorado Central (and later the Colorado & Southern) narrow gauge line to Central City and Georgetown, which traversed the famous Georgetown loop.

The BN normally delivers two trains a day to Coors, both a morning (9:00-10:00 a.m.) and afternoon train (around 5:00 p.m.). Arriving BN trains enter the Coors property on a spur leaving the BN "main" (the BN line itself is a long industrial branch out of Denver terminating in Golden) in the 4700 block of N. Eldridge Street, (about a half mile north of W. 44th Avenue), and ¾ mile east of the Commodities Yard.

Average trains total around 65 cars, mostly empty box cars plus loads of returning bottles, cans and beer kegs for recycling and reuse, loaded grain hoppers, and other miscellaneous materials ordered by Coors. During slow periods, weekends and at other times as needed, only a single daily train may be delivered.

After entering the Coors property, the incoming train passes the Commodities yard and east end grain silos and travels under the McIntyre Street bridge on track 21 into the East Yard. A Coors employee will visually check the incoming cars by number against the daily "train list," prepared earlier, to ensure Coors is receiving the cars BN has listed on the consist. Any discrepancies here are noted and settlement is made with BN later.

Leaving their cars in the East Yard on track 21, the BN power cuts off and switches back through the East Yard on a clear track. Picking up their caboose (usually dropped off near the McIntyre St. bridge on a rolling stop as the train enters the East Yard) they return past the Commodities Yard to their line and then travel west to Coors' North Yard to pull out the waiting cars and return to Denver.

Occassionally, in addition to the cars being delivered to Coors, the BN train will also include cars destined for BN's Golden Yard. In this case, these cars (and the caboose) are dropped off near the switch leading onto the Coors property and are picked up and moved on to the Golden Yard after the Coors train is left in the East Yard.

A good assortment of power can be seen on the BN trains. Most common are SD40s and SD40-2s, but SD9s, SD45s and GE C30-7s and B30-7As are used, with an F45 occasionally in the lash-up. Entire GP9 consists are not uncommon!

BN's Golden Yard is in two sections. Two yard tracks parallel the BN main just north of Coors' North Yard and are seperated from the Golden Yard's trackage north of the brewery by the W. 44th Avenue grade crossing. The Golden Yard is usually assigned a lone SD9, which switches the yard and the other industries along the BN line from Denver. The cars for these other customers served by BN are brought in and returned on the daily Coors trains.

Cars returned from Coors for repair are worked on in the Golden Yard, with the exception of cars needing more extensive repairs, which are sent to Denver. These cars are picked up off 13 track in Coors' North Yard and moved to the Golden Yard for repair and returned to the North Yard afterward, by the Golden switcher.

This BN switcher also works a second Coors porcelain plant and Building No. 24, the Coors End Manufacturing building, part of the can production facility, both located off the Coors property, as Coors engines are not allowed to operate off their own tracks. The porcelain plant is reached by a single spur off the west end of the Golden Yard, and the can building is located across W. 44th Avenue from the Coors main property, beside the BN line.

As the BN line terminates in Golden, a surprise is often in store for unauthorized travelers on the BN. The ubiquitous hobo, thinking he is on his way west out of Denver, gets a rude awakening when he ends up in Coors' East Yard and must hoof it off the property under the stern eye of a Coors security guard. One such individual's remarks, relayed by a valley crew, were heard over C991's radio while I rode with Brad and John on the south transfer tables. Said the disgruntled traveler, "When's this train going to go further west?"—GREG MONROE.

Coors
Brewed with Pure Rocky Mountain Spring Water,
And a Railroad.

Diesel Roster

No.	Model	Built	Former owners	Coors in service	Notes
C999	GE 80-ton	1955	U.S. Marine Corps. 178357	1965	The "Dingy." To Louisville Gas & Electric.
C998 (I)	GE 80-ton	5/64	Sharon Steel Co. 16	1965	To GE, Baltimore, 1970.
C997	SW8	10/52	Cincinnati Union Terminal 36	10/69	To Snowmass Coal Co., 1981
C996	SW8	10/52	Cincinnati Union Terminal 37	2/70	To Chrome Crankshaft, 1982.
C995	SW8	1/52	Lakeside & Marblehead R.R. 13 Standard Slag Co. 50	1970	To Chrome Crankshaft, 1982.
C994	SW8	10/52	Cincinnati Union Terminal 35	6/71	To Chrome Crankshaft, 1982.
C993	SW8	8/51	Cincinnati Union Terminal 34	6/71	To Chrome Crankshaft, 1982.
C992	GE 44-ton	7/46	Alexander R.R. 2	1974	To Charles F. Guyon Inc., Harrison, N.J., 1974.
C998 (II)	SW1001	12/80	New	12/80	In service.
C991	SW8	8/53	Rock Island 839	2/81	In service. Rebuilt by CC at Silvis, Ill.
C990	SW8	11/52	Rock Island 831	2/81	In service. Rebuilt by CC at Silvis, Ill.
C989	SW8	11/52	Rock Island 832	8/81	In service, Rebuilt by CC at Silvis, Ill.
C988	SW8	1/57	Rock Island 550	10/81	In service. See following note.
C987	SW8	4/57	Rock Island 553	1/82	In service. See following note.

NOTE; C988 and C987 were originally Winton 201A-powered SWs (600 h.p.) RI 515 and 525, built in 3/38 and 7/38 respectively, rebuilt at La Grange 1/57 and 4/57 as 600-h.p. SW900Ms (550, 553) with 8-cylinder 567 engines. They were rebuilt by CC to SW8 standards (800 h.p.).

the North Yard. The transfer table crews pick up their empties off these tracks and move them back to the tables. In addition to the six cars to be placed on the tables' outside track, more empties will sometimes be moved from the North Yard and placed on the "Keg" track, a storage spur outside the south transfer tables, or on the "North Spur," outside the north tables. These tracks are used to hold waiting empties, and also "piece cars," cars containing only a partial load of beer and waiting for the completion of loading. By keeping an ample supply of empties close to the tables, there is less chance for a delay in moving in needed empties for loading in the event there is other activity in the North Yard which would prevent the table crews from getting fresh empties from the yard.

"91 to 900; like to come out from south side and go to North Yard," Brad calls over his radio. ("900" is the open base call to all engines simultaneously.) I ask Brad if he is checking with the other engines to determine their location before moving away from the tunnel. "You're damned right!" he replies. Coors' drivers use every precaution available to avoid accidents, and sitting down by the south transfer tables at the end of a veritable canyon formed by the walls of the brewery and grain silos, with curving trackage holding boxcars and grain hoppers, down-track visibility is quite limited. With three other engines (the other transfer table crew, one of the valley crews and the Commodities crew) all frequently working in this area, a driver must be assured of clear tracks before proceeding.

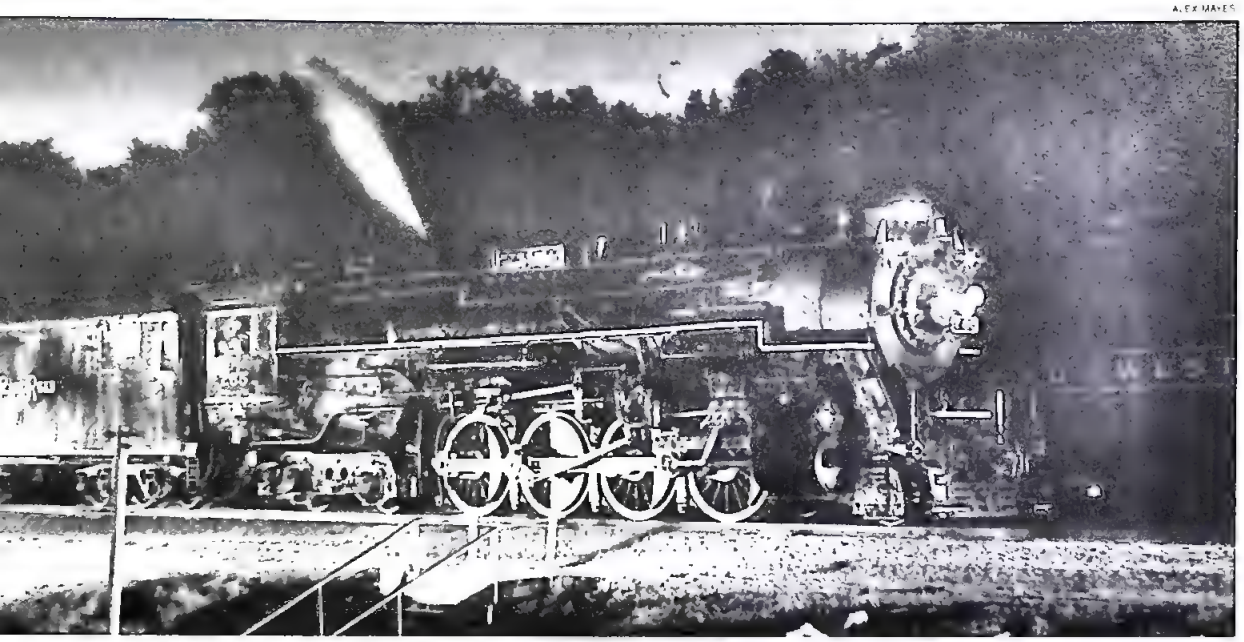
We get answers from the other drivers; no one is in the area, and we are free to proceed into the North Yard. By now we have switched out three more loaded cars and have a full load of six to block in the North Yard. A half inch or so of snow has now accumulated, and Brad turns on the wiper as we pull away from the tunnel, C991 vibrating some as it leans into the six loads of beer.

We pull across the bridge spanning Clear Creek, blowing 991's horn in one long blast as we cross the road and enter the North Yard on track 1. We run up to the BN intersection, and with John out in the falling snow calling out directions, Brad switches the six loads onto the appropriate tracks to wait for BN pickup. We then move back onto 5 track and shove ten fresh empties back through the yard and across the bridge and down to the south tables, spotting four empties on the keg track and the remaining six back on the transfer tables' outside track.

John re-enters the cab, and Brad moves C991 forward to the tunnel entrance again. Brad kicks back in his seat, John breaks out a snack, and with the snow softly falling and the smell of brewing beer filling the cab, we wait for another orange light.

ON A RAINY NIGHT in April 1984, the C989 idles outside the North Transfer Tables. The boxcars at right are on the North Spur, awaiting movement in for loading.

ALEX MAYES



ALEX MAYES

1984
CONVENTION
of the
NATIONAL RAILWAY
HISTORICAL
SOCIETY
IN
Cincinnati

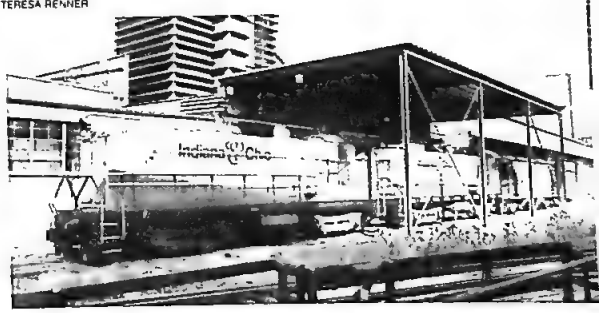
THE CINCINNATI CHAPTER hosted the National Railway Historical Society's 1984 convention over Labor Day. N&W J 611 and Ft. Wayne's NKP 2-8-4 765 doubleheaded into town from Bellevue and Columbus on the N&W on August 20. Over the next two weeks, 765 handled four excursions and the 611 ran the Southern main to Danville, Ky. The 611 is shown (below) on the southbound movie run on August 30 at Sadieville. The 765 and 611 shared the SR Ludlow, Ky., engine facility, where 765 was photographed on September 2 (above) after returning from the C&O trip to Russell, Ky.

ALEX MAYES

Photo Line

JOHN B. HILLMAN

TERESA RENNER



DAVID P. DROSZI

EN ROUTE TO INDIANAPOLIS on August 26 (**above**), NKP 765 pauses on the B&O at Connersville, Ind., over the Whitewater Valley's 2-6-2; a convention trip visited the Whitewater Valley on August 29, stopping on the way at the Indiana & Ohio (**above right**) with its colorful Baldwins at Brookville, Ind. Conrail GP38-2s powered a trip on September 1 to Dayton and Columbus, shown (**right**) entering Buckeye Yard in Columbus. See page 48 for the return leg via Chessie. NKP 765 put on a grand show (**top**) crossing the C&O bridge into Covington, Ky., en route to Russell on the C&O on September 2. (The editor includes the "Eat Skyline Chili" sign under protest.)

ALEX MAYES

THE RETURN from Columbus on September 1 was made on the B&O with a blue GP40 and Chessie GP40-2, shown here making a movie run on the St. Louis main at Midland City, Ohio. Southern's Mikado 4501 was scheduled for the convention but didn't get out of the Birmingham shop in time, so NKP 765 took her place on the September 3 run down the L&N main to Winchester, Ky., where she made a fine sight (below) at Patio Tower.

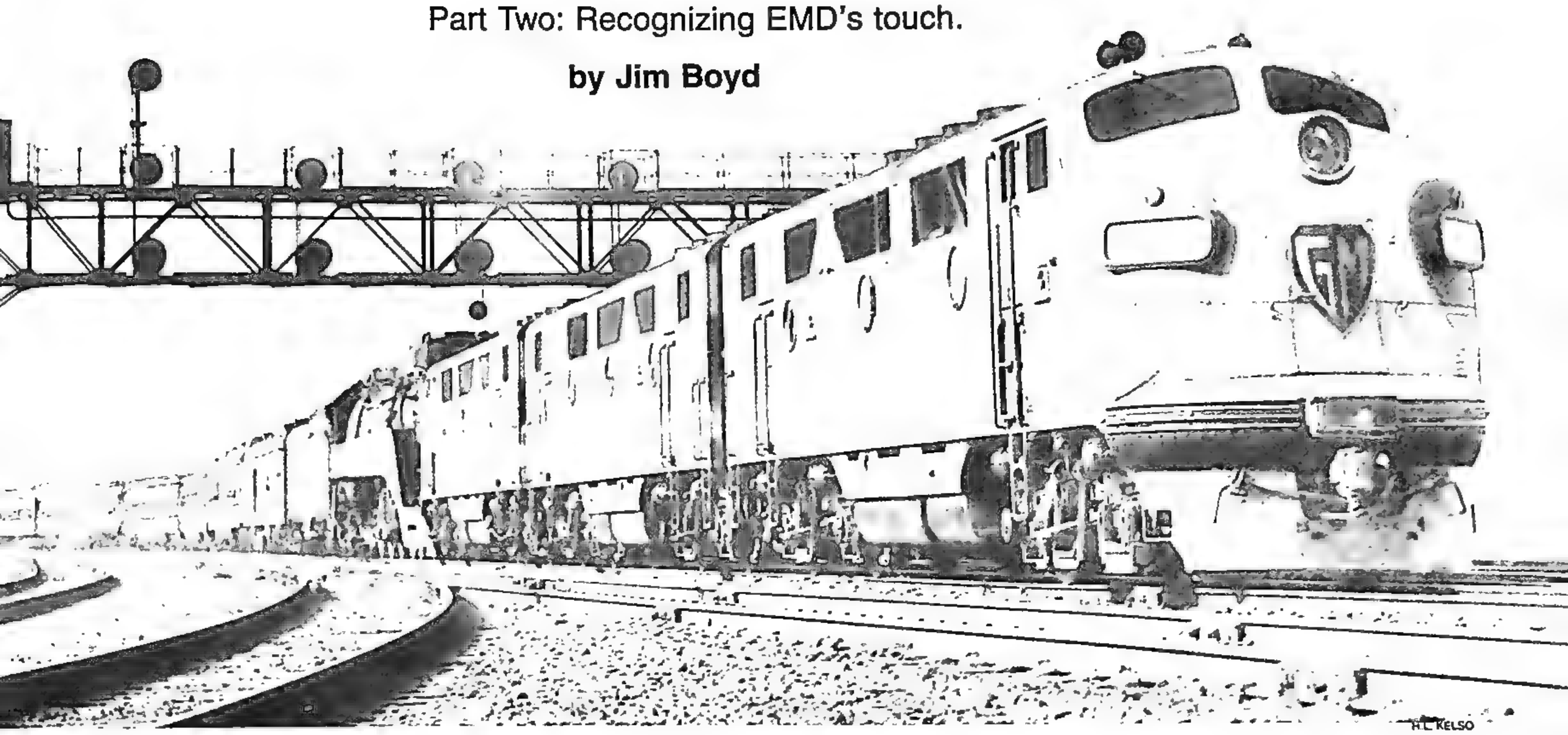
HOMER R. HILL

Photo Line

The Men Who Styled the Streamliners

Part Two: Recognizing EMD's touch.

by Jim Boyd



In our November 1984 issue, we described how the Engineering Department Styling Section of Electro-Motive Division of General Motors worked with the railroads of the Streamliner Era to develop paint schemes for their new diesels. Beginning with the Meyer/Knickerbocker team in Detroit until 1941 and the Markestein/Dedek/Bockewicz group in La Grange after that, the Styling Section had a tremendous influence on the appearance of American diesel locomotives from the late 1930s through the 1950s. Their work was so dominant that almost every railroad livery of that era was at least influenced by their standards of taste and style. They can be credited with the uniformly high quality of design that characterizes the paint schemes of that time.

In addition to exhibiting a fine sense of art deco design and a generally pleasing taste in color selection, these were practical and professional stylists who didn't feel compelled to reinvent the wheel at every turn. They respected the geometry of the carbody and developed a series of fairly standard elements which were applied in various combinations to produce individually distinctive liveries for each customer.

Some customers were easily satisfied, selecting existing demonstrator schemes (like the Bangor & Aroostook using F3 demo set 291 for its F3s of 1947) or a simple variation of someone else's design executed in a different color, while others worked intensely with the Styling group to create something truly unique.

Since the documentation no longer seems to exist, the degree of involvement of each customer will probably never be known—and sometimes the amount of work on any given scheme would be hard to determine. Lee Buchholz, who joined the Styling Section in 1949 and handles EMD's styling duties today, observed, "The New York Central was an interesting case; every time they ordered more locomotives they would ask us to try to simplify that 'lightning stripe' paint scheme. We'd spend a couple of weeks producing

EMD DEMO SET 754 and the DL&W's *Phoebe Snow* F3s were both built in 1946 and show remarkably similar styling. E8s wear the *Phoebe* colors at E. Stroudsburg, Pa., in 1951, while the EMD 754 (top) was on SP's *Golden State* departing L.A. in 1947.

GENERAL MOTORS LOCOMOTIVES

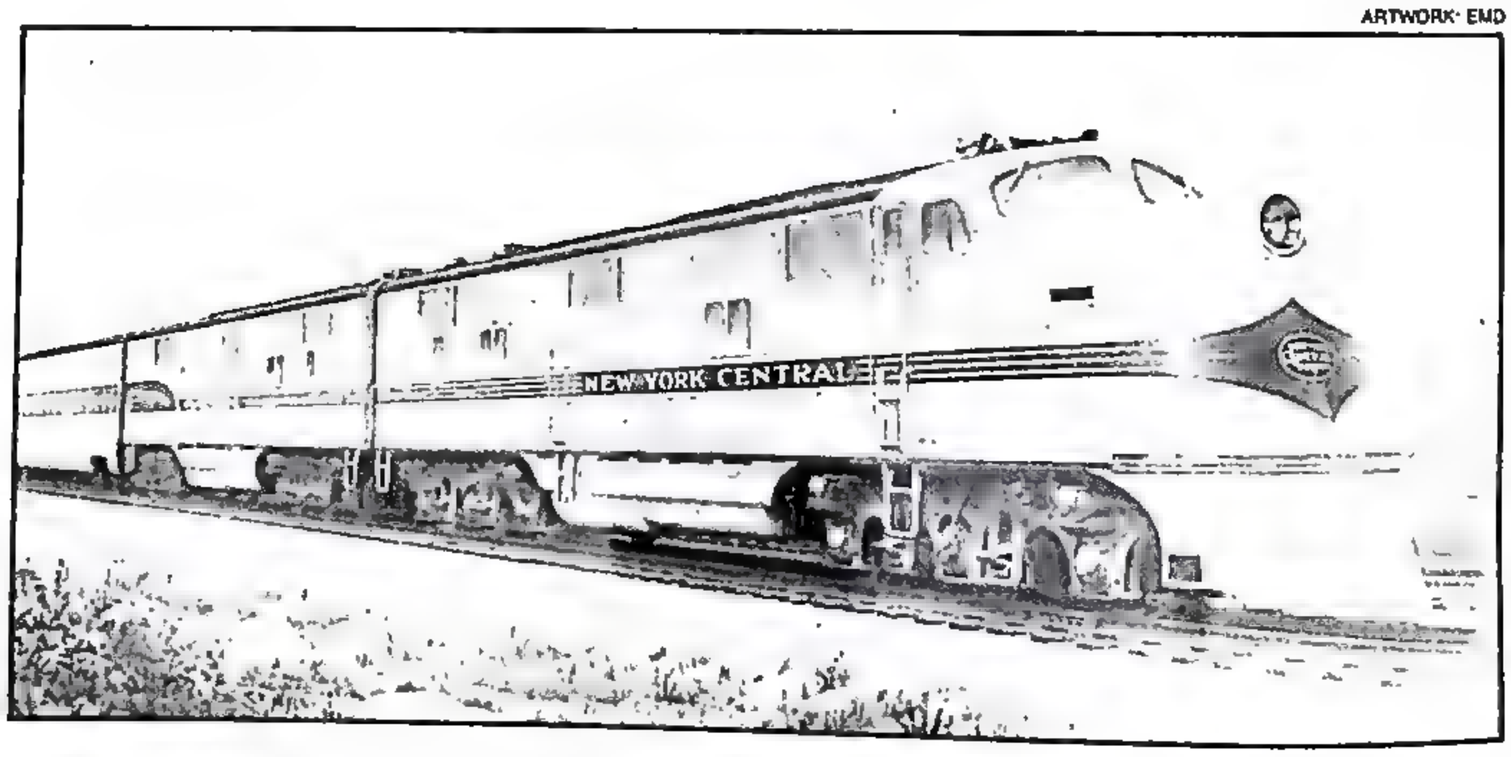
W.J. PONTIN

GREAT NORTHERN'S famous orange and green was styled for both freight and passenger units by EMC. The FT 251 set wears the freight scheme with the typical EMD "mask" around the cab windows and the side stripes following the carbody panel lines, "pointing" on the nose at the headlight and either side of the buffer.

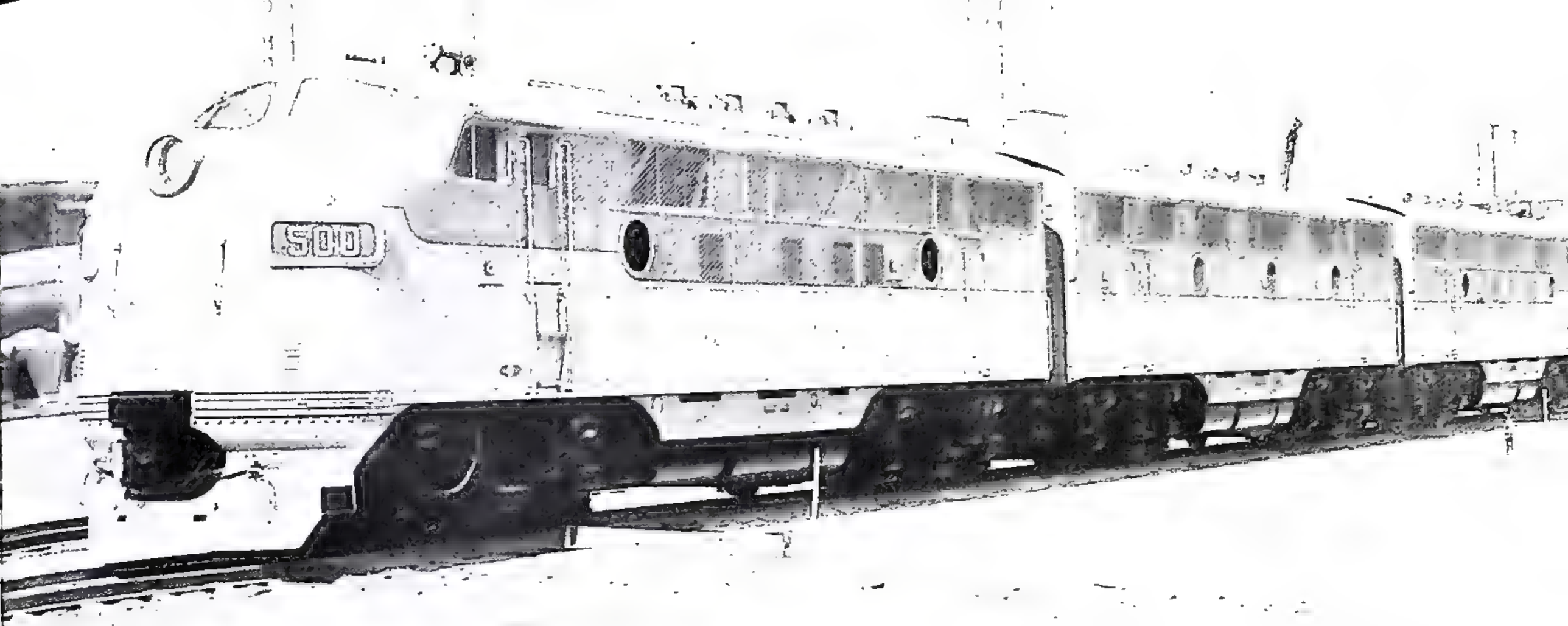
sketches and drawings, and they'd always go away with the existing design."

The famous NYC lightning stripe lasted until the early 1960s, when the road finally gave up and went solid black or gray with white trim. Obviously influenced by the gray streamlined steam liveries of NYC's contract designer Henry Dreyfuss, the NYC diesel schemes are most likely the work of the Styling Section, as a pair of EMD drawings of early 1944 show E6s in two variations of a dignified pinstripe scheme; a Bockewicz sketch uses a red-orange body with maroon and gold stripe, while a fine Dedek finished rendering has a gray carbody with dark metalic blue and white stripe. The first lightning stripe units were the E7s delivered a year later with a dark gray stripe on a light gray carbody (this was modified shortly thereafter with the nose stripes lowered and the gray reversed, putting a light stripe on a dark gray unit). The unfulfilled gray E6 uti-

ARTWORK: EMD



NEW YORK CENTRAL received a proposal for E6s in 1944, including a handsome Dedek rendering (above) in gray and dark metallic blue. They bought their first passenger diesel, E7 4000, in 1945 (left). The lightning stripe was modified (below) on E7s delivered in 1947.



EMD PHOTO

BANGOR & AROOSTOOK, for its F3s of 1947, selected the two-tone gray of EMD's 1945 demonstrator set 291 (below) but added yellow separator stripes. They even used the EMD nose wings with their own herald, as did the NdeM (bottom) on their F2s of 1946. The BAR went to an MP-like blue and white on their 1949 E7s (below middle) and subsequently repainted the F3s with white on top and blue on the bottom. Compare the E7 window "mask" to GN 251 and the side panels to the Pere Marquette unit on page 59.

lized a pattern on the rear of its B-unit to transition its narrow pinstripe to the window pattern of the 1938 Dreyfuss *20th Century Limited* passenger cars.

Identifying the work of EMD is relatively easy once you know a few of their characteristic techniques and standard elements. As we noted in the November issue, their designs tended to be an art deco "layer cake" of two or three primary colors separated by an accent color. They would usually begin with a detailed nose pattern and sweep back with simple side patterns (early attempts to match the backs of units with existing passenger car schemes, though, sometimes resulted in dramatic departures from this "simple" rule).

The EMD stylists would never "fight" the lines of the carbody but would tend to flow the colors around the nose and then pick up the natural parallel lines of the sides. Typical of this approach is the handling of the natural line of an F or E-unit beneath the side grilles. In a majority of paint schemes, this line was either used as a separator

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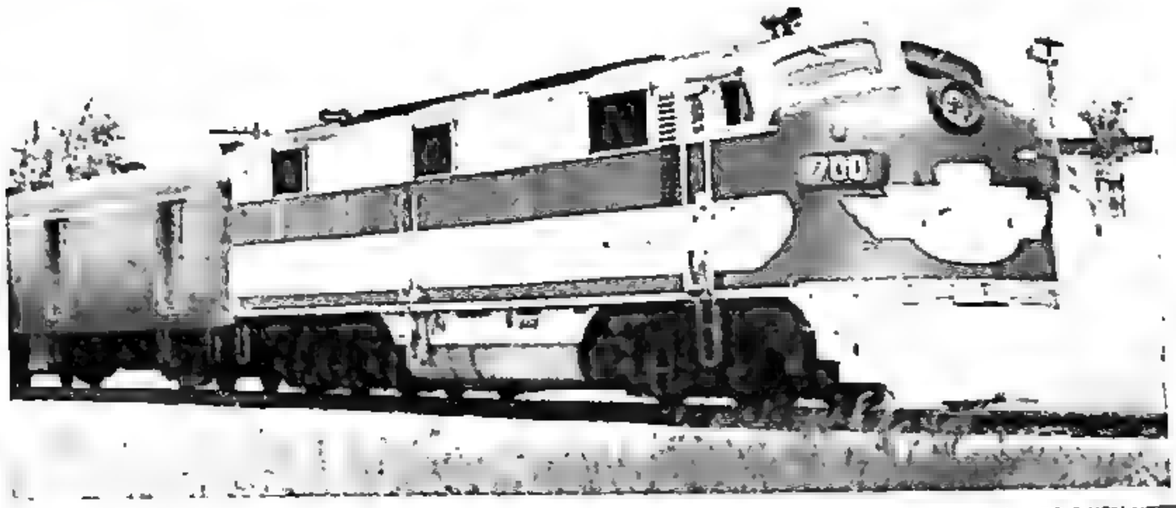
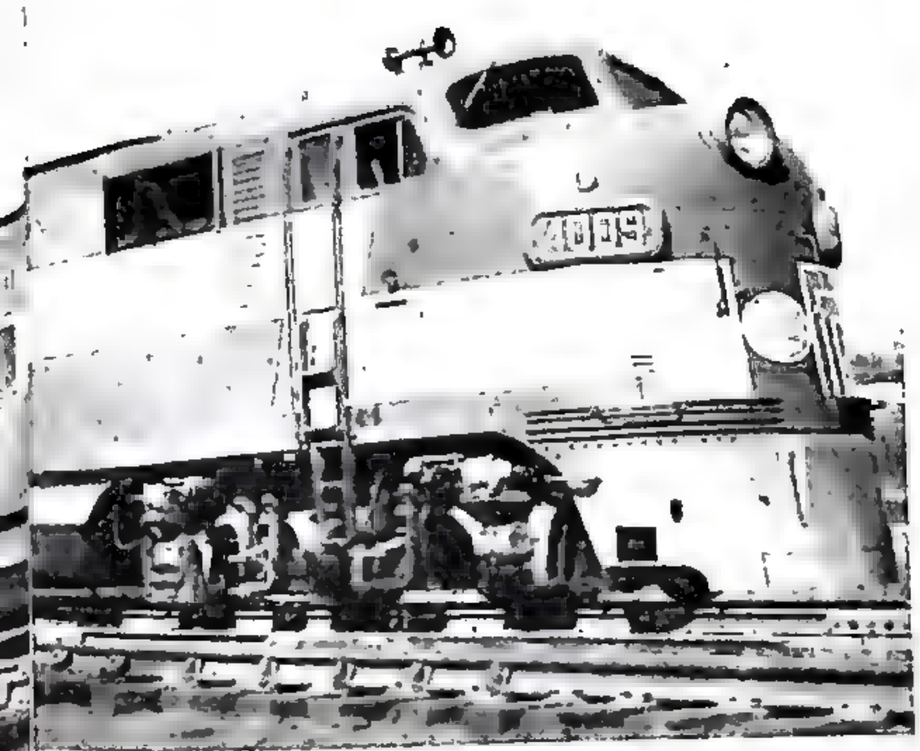


BRUCE OWEN NETT



EMD PHOTO

between colors or accented with a pinstripe.

The line encounters a problem when it hits the front of the cab, however, for the natural line ends and something has to be done with it. If the line was a pinstripe, the stylists would generally handle it in one of three ways: (1) project it straight around, just grazing the bottom of the headlight [demonstrator 103, D&RGW, LV, B&M, MEC]; (2) end it beneath the corner post with a one-sided arrowhead [NYO&W, CB&Q E-Units, Reading]; or (3) bring it over the nose just beneath the windshields [Erie and CB&Q F-units].

Where the grille bottom line was used—with or without pinstripe—as a color separator, it would go (1) straight forward to the headlight [RI, CofG]; (2) straight forward to the nose and curve downward slightly to a point beneath the headlight [B&O, Wabash, Monon freight Fs, C&NW, early Fs]; (3) forward or down as part of the overall nose design [ACL, RF&P, early WP, SP *Daylight*]; or, most often (4) upward over the nose just beneath the windshield to form a "mask" [AT&SF FTs, GN, KCS, GM&O, SAL, Monon passenger Fs, BAR].

Horizontal stripes on the sides of units would be handled in a variety of sizes, but they almost always were of uniform width and edged with a separator stripe. If the side stripe did not project into the nose pattern, it was usually ended with the "Loewy curve" seen on the MoPac E-units and Rock Island Es and Fs. Something almost never found on an EMD scheme is a perfect circular curve (as is found on the side stripes of

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B&M PHOTO

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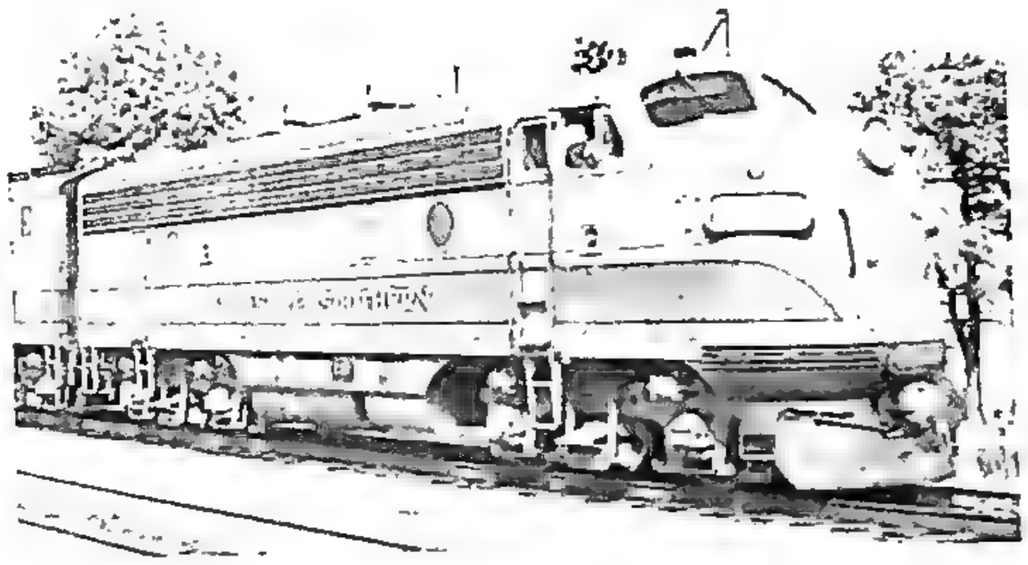
BILL G. SHARP



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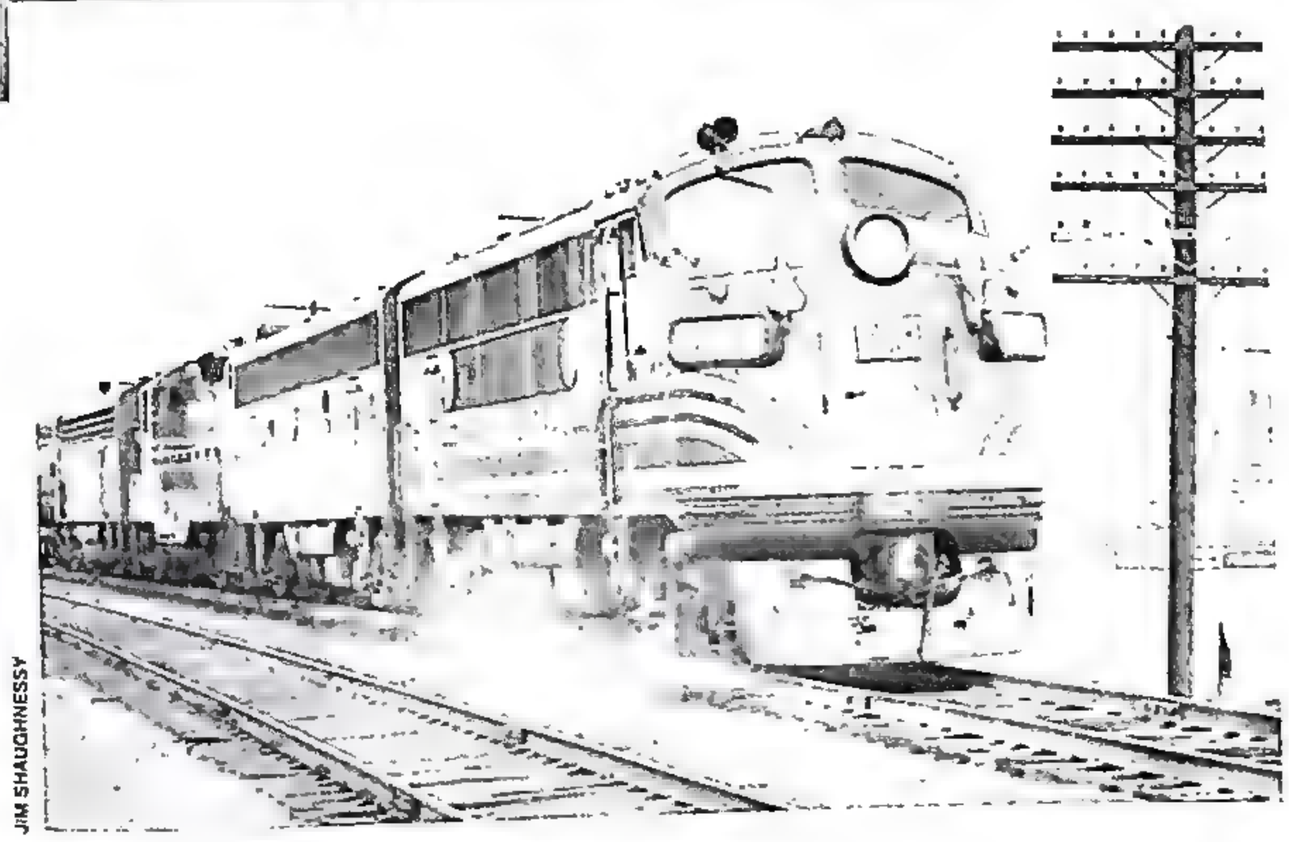
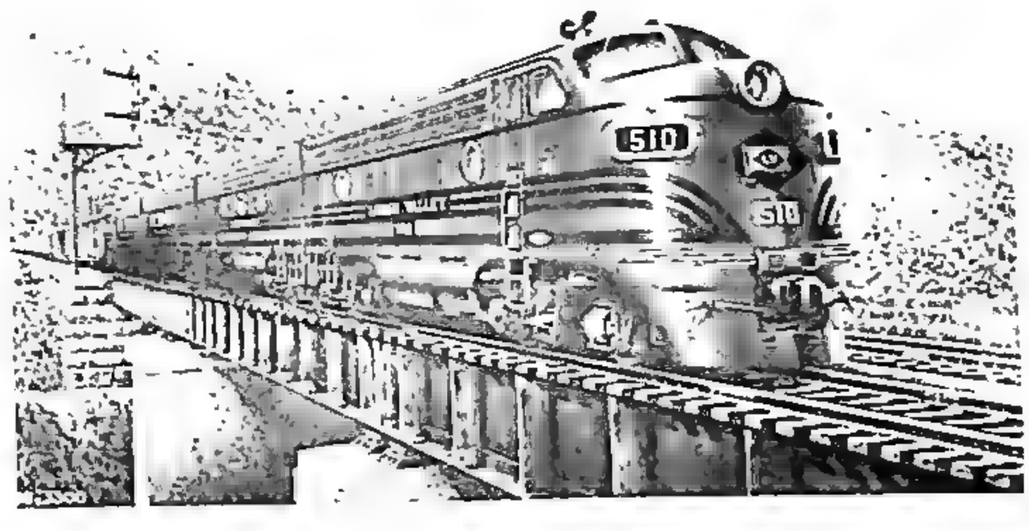


JIM SHAUGHNESSY



GIL LATHROP

THE FIRST FT, demonstrator 103, was not only the diesel that proved steam could be beaten, but its olive green and yellow livery established a style standard for years to come. The EMC/EMD stylists utilized that stripe beneath the side grilles as the most universal of their styling elements. The D&RGW FTs of 1942 established the "EMD striped bow wave" (right) in black and yellow, and it was duplicated almost exactly on the B&M FTs in 1943 in maroon and gold (left, on Zoar curve). The B&M then had the stripes separated on the nose (above left) to make way for a herald and did away with the artistic wings on the sides. Maine Central got the B&M scheme (above) in both maroon and green. After rejecting colorful alternatives (November 1984 R&R, page 39), the Lehigh Valley went with the modified B&M version in its own traditional Cornell red and black (above right, a Dedek rendering). The D&RGW had its stripes modified (below) to make a more visible yellow nose. Rock Island FT 99 and KCS F7 32 (top right) both show stripe variations on the basic pattern of demo 103.

B.F. CUTLER

the Durham & Southern Baldwins, for instance), as the stylists seemed to prefer either a symmetrical or one-sided elliptical curve. And that Loewy curve is also seen in "negative" form at the end of multiple stripe patterns such as Frisco E-units, C&EI Geeps and numerous switcher schemes (page 56).

In many of the early EMC/EMD passenger designs, matching the units to the coloring of the passenger cars was an important consideration. In some instances—such as the IC *City of Miami* and subsequent orange and chocolate—the trains were painted to match the EMC styling of the locomotive, while in other instances the units were simply a projection of an existing scheme—such as the SP's *Daylight* livery, where a typically-EMD nose detailing sweeps back to make a perfect match with cars designed for GS4s.

Single-unit, A-B set or back-to-back A-unit operation was a styling problem in the earlier years, and often elaborate efforts were made to match the diesels to the train. The Rock Island offers a splendid example of this, as the TAs and E3s even had the rear of their carbodies tapered to match the contour of the stainless steel coaches. Obviously intended to operate as single units, the locomotives had sides of stainless steel to match the cars, with the maroon body color picking up in a bold arc just behind the cab. A similar treatment in the middle of the carbody was given the Maine Central and B&M's E7s, as well as the KCS' early Es with a transition arc at the rear of the carbody.

A preliminary rendering for the Wabash's first E7 shows essentially the final paint scheme except that the nose "bib" is yellow instead of white and the top of the blue side stripe extends straight back. In an obvious alteration

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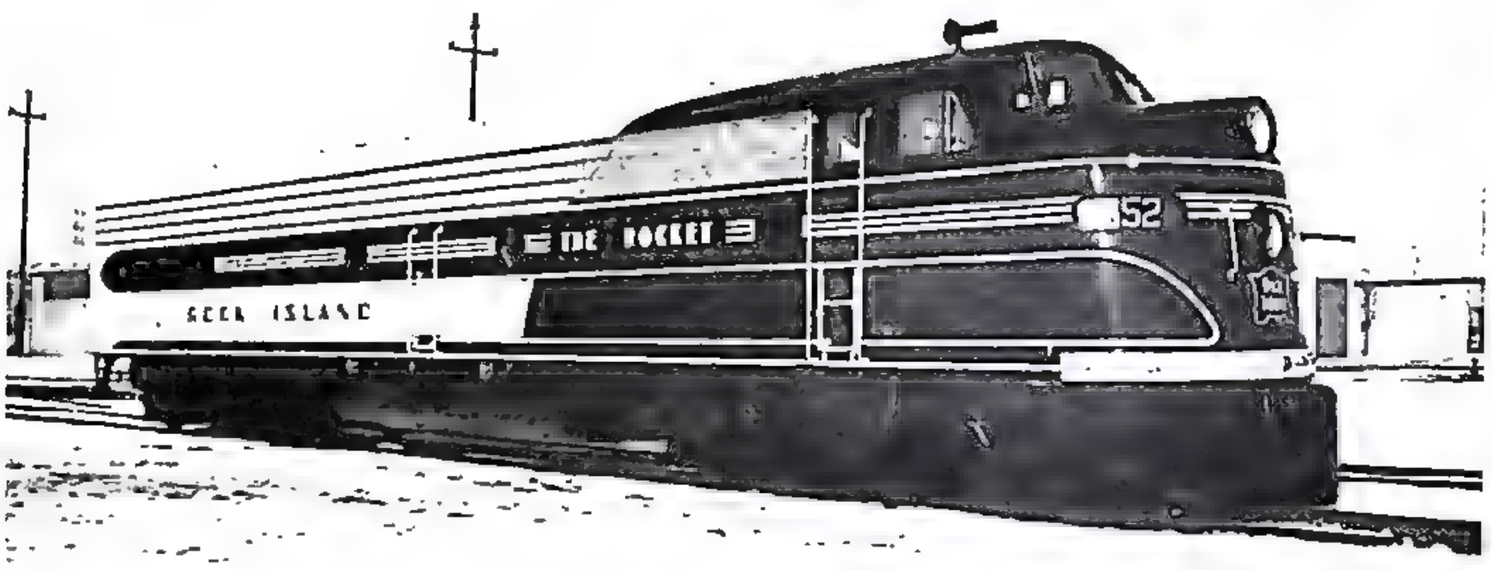
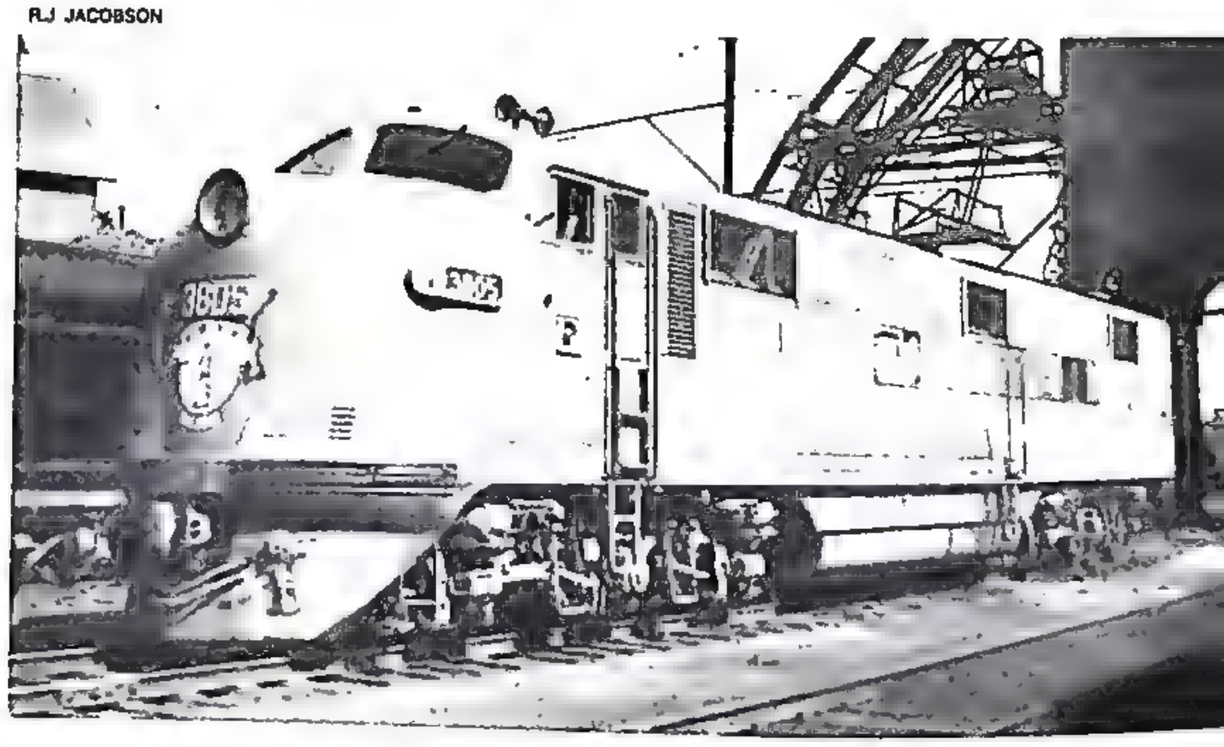


TRANSITIONING diesel schemes to coaches resulted in some stunning and complex liveries. The earliest and most famous is the RI *Rocket* scheme introduced on the TAs of 1937 and shown on E8 652 of 1952. The B&M (**below right**) combined the RI idea with the demo 103 bow wave and a lightning stripe on its E7s. KCS truncated its side stripes in an arc (**bottom and middle right**) on the back of its E3/E6s and on the B-unit of F3s. Southern (**below**) had similarly "directional" passenger B-units.

RJ JACOBSON



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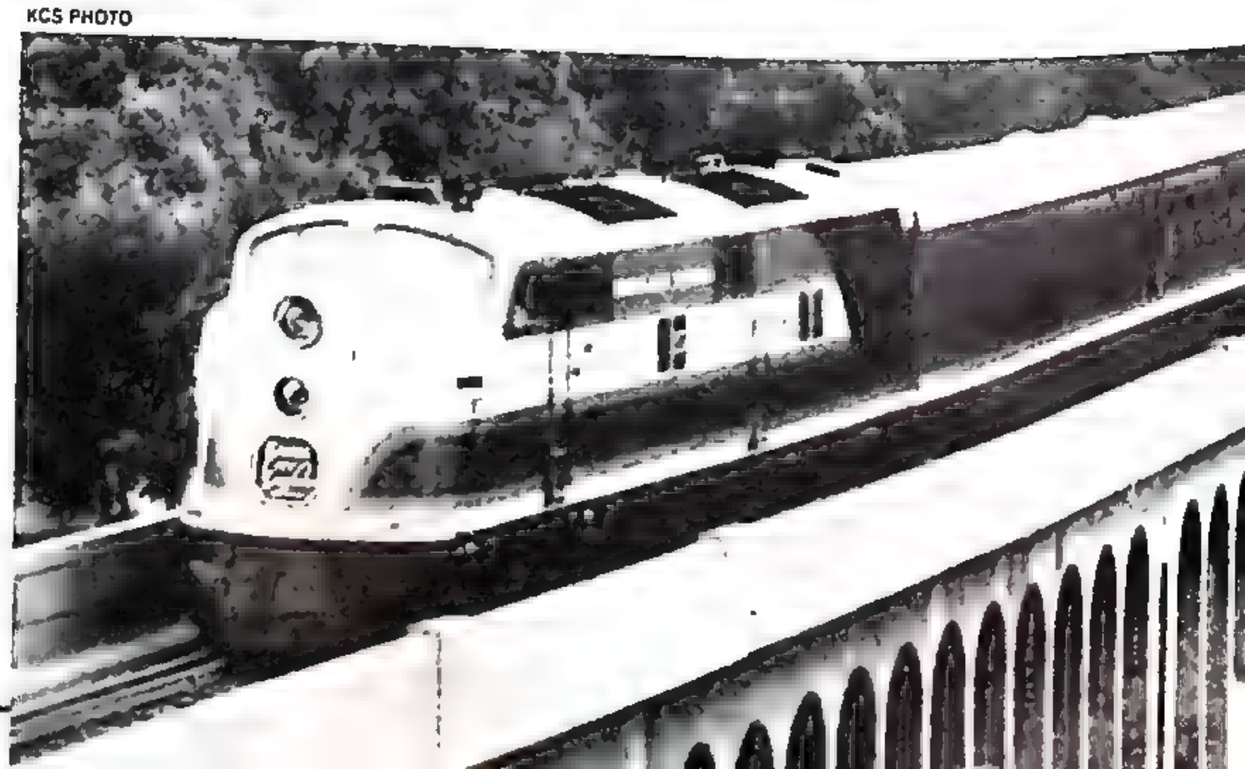

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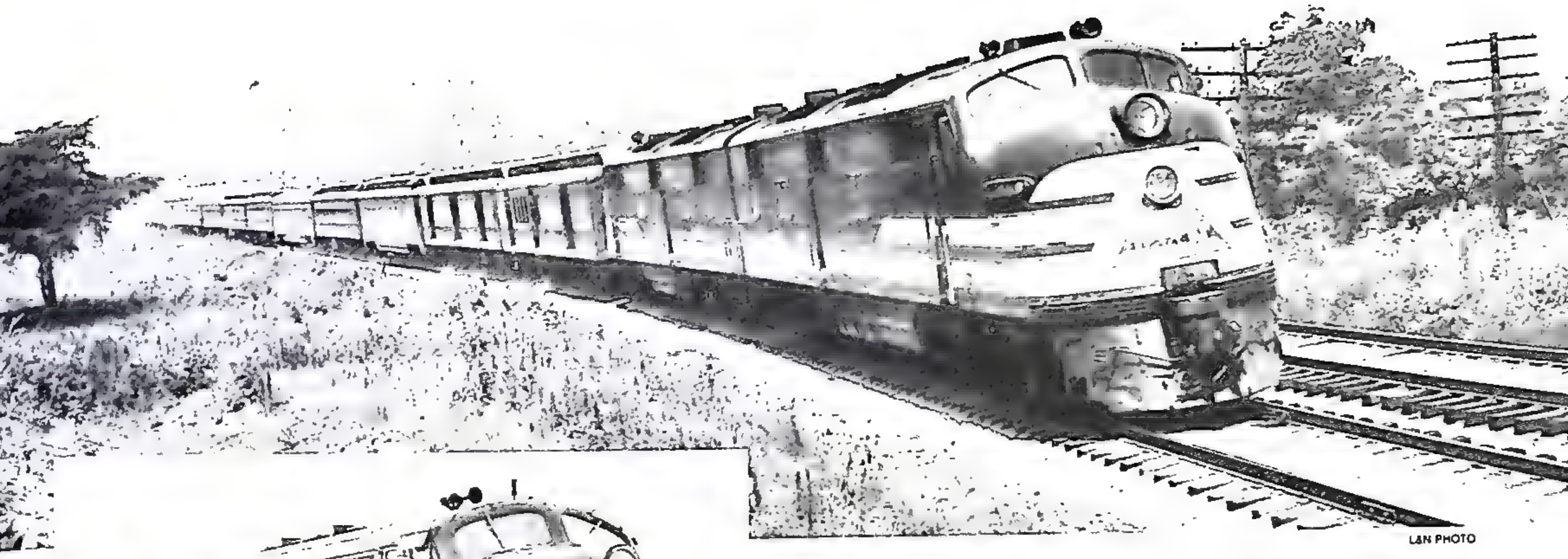

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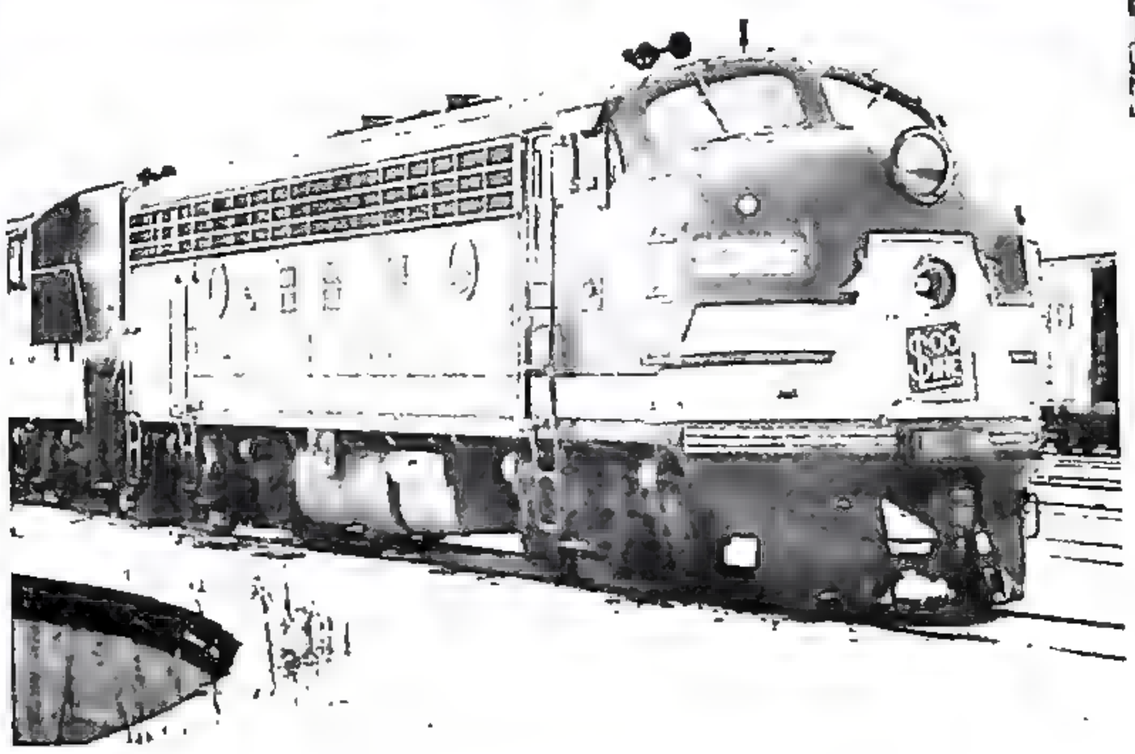
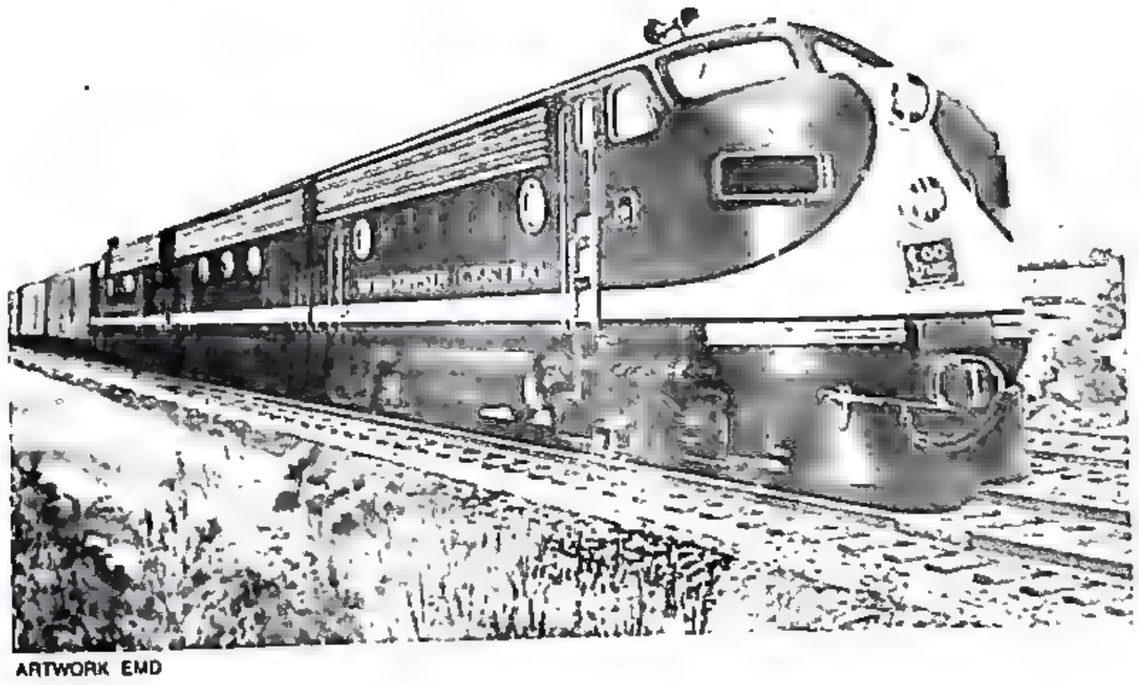


JIM BOYD

"PINE TREE" stripes were introduced on the L&N's E6s of 1942; the handsome blue and cream units with red trim are shown in a publicity photo of the *Pan American* south of Louisville. Apparently the work of Ben Dedek, who eliminated the "spaces" between the stripes for the LV proposal and SSW FTs in 1943-44 (November 1984 R&R, page 39), the theme was used in 1944 on FTs for the Northern Pacific, shown (below) unchanged on new F9s in 1954. The stripes were shortened for the Soo Line F3s of 1947, shown on an F7 in 1965 (left). Notice the similarity of the angle on either side of the nose door created by the ends of the stripes. The Soo scheme originally had black edging on the stripes. Harry Bockewicz did the rendering of an IC-like scheme for the proposed Wisconsin Central/Soo F3s (below left).



ARTWORK EMD

NP PHOTO / BUCKBEE MEARS

to match the blue, white and gray passenger cars that were abuilding at the same time, the top stripe was given a hump and an additional white pinstripe which would line up with a similar stripe on the cars' letterboards. The Pere Marquette E7s of that same period had simulated stainless steel side panels *painted* on the diesel and a very short round-ended yellow stripe on the rear that aligned with the coaches' letterboards (page 58).

Some might consider the Wabash paint scheme unique, with its upward-sweeping bib over the headlight, but it doesn't take much imagination to see the same designer's touch in the styling of the DL&W FTs and Frisco and NC&StL F3s. Could it be just coincidence that the styling drawings for the Wabash, Frisco and NC&StL all bear Harry Bockewicz' signature?

Similarly, Ben Dedek seems to be the creator of the numerous "pine tree" designs, first appearing on the L&N's E6s of 1942. They were used in a slightly different version—bearing Dedek's signature—on the Northern Pacific's FTs of 1944.

The pine tree showed up again in another version on the Soo Line's F3s of 1947. A striking similarity in all three of these is the nearly identical slope of the nose triangle created by the ends of the stripes. Around 1943 Dedek also did the "compressed" pine tree themes of the LV/SSW proposals (November 1984 R&R, page 38).

In contrast to Dedek's pine tree, Harry Bockewicz did a proposal for a maroon and gold Wisconsin Central (Soo Line) F3 that closely resembles the IC nose pattern. The Soo/WC opted for the pine tree. Interestingly, none of the pine tree schemes uses the typical stripe beneath the grille line—a strong hint they're done by the same designer.

Heralds

The Styling Section was called upon to do a surprising amount of work with railroad heralds. Two sheets of detailed sketches show an unidentified stylist working with ideas for a Maine Central

JIM BOYD

HOOD UNITS and switchers had some "standard" schemes not found on cab units. C&EI GP35 269 and Apalachicola Northern SW9 707 share a typical EMD hood unit theme of nose stripes ending in a "negative" of the MP/RI "Loewy curve," seen also (bottom left) on Wabash 669. Variations of these nose stripes are common in switcher schemes.

NEW JERSEY INDUSTRIAL PHOTOGRAPHERS

SCHEMES WITH upward sweeping nose curves seem to be the work of Harry Bockewicz, and it appears on units of the Wabash, NC&StL, DL&W and Frisco (November 1984 R&R, page 83). Note the similarity of the "boxed" names on the flanks. Both of these are blue and gray, with white lower panels on the Wabash. Note EMD arrowhead on 801.

pine tree herald in the "banner" style of the Boston & Maine. And the winged GM herald on the nose of F3 demonstrator 291A was duplicated almost exactly on the Bangor & Aroostook F3s and E7s.

One of the fascinating aspects of the sketches of the IC bow wave and *Panama* artwork (November 1984, page 35) is the way the herald was altered to match each version—it would be safe to assume that the green diamond with yellow background that became the IC's standard passenger herald was designed by Meyer as part of the *Panama* scheme.

The heralds used on demonstrators and a number of developmental sketches of GM logos—plus the Frisco nose styling on the proposed brown and green E7s (November 1984, page 83)—shows the designer's knack for art deco elaboration on existing heralds. A long-lived example of this would be the "streamliner" styling around the traditional ball-and-bar herald on the early C&NW E and F-units (November 1984, page 38) that is used to distinguish today's Executive Fs (March 1981, page 2). It is obviously the work of somebody at EMD.

In addition to occasionally designing a herald, one of the Styling Section's tasks until the 1950s was to create the full-sized silk screen artwork to be used in the paint shop for putting the heralds on the actual locomotives.

Non-EMD styling

To help in recognizing the styling that was created or influenced by EMD, take a look at some of the non-EMD schemes of the Streamliner Era. The New Haven is a good example of a railroad that never had an EMD-originated paint scheme (their first F-units were the FL9s in the McGinnis colors). Most of its units reflected the Hunter green

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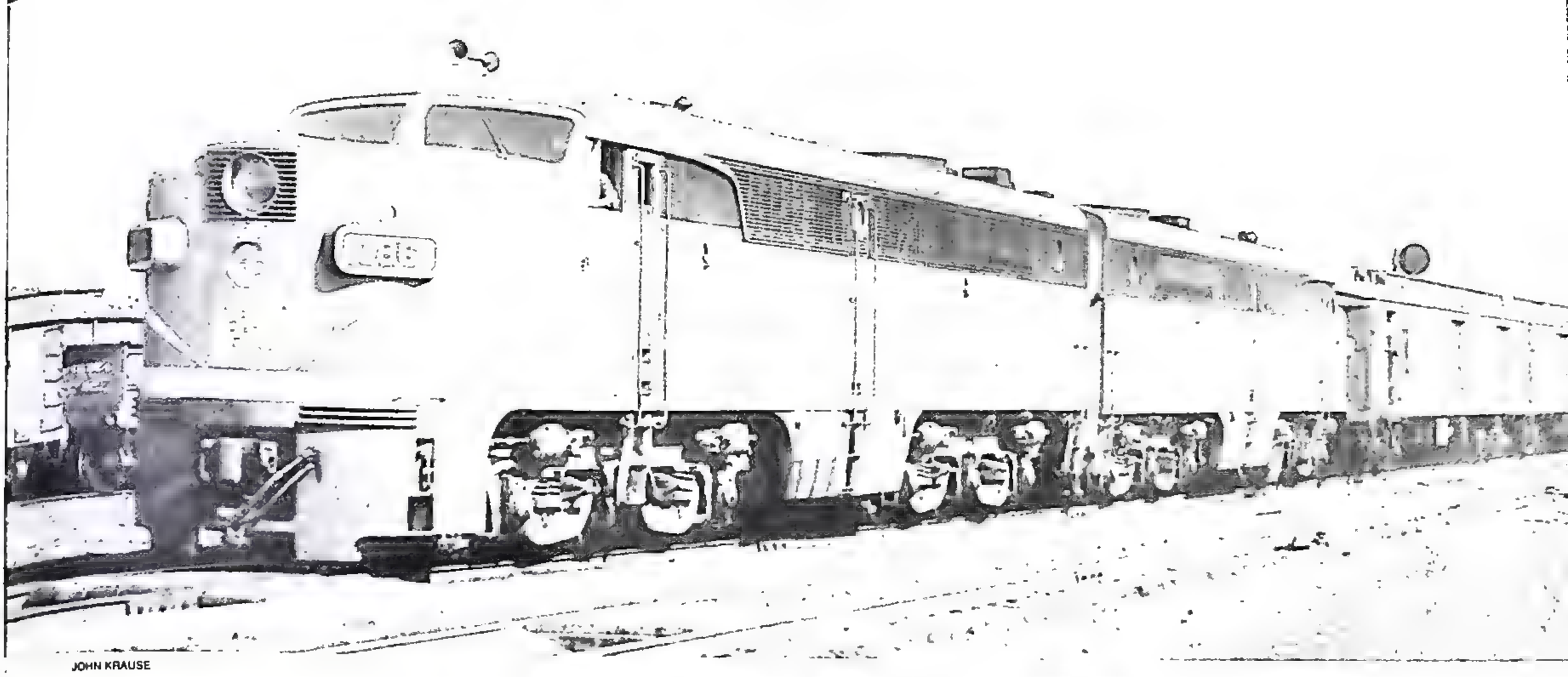
DON WALLWORTH



JOHN KRAUSE

and yellow-pinstripe sytling of the old electrics, while Alco FAs and PAs had orange carbodies with equally-spaced horizontal pinstripes—though the green above the grille line wrapped over the nose in a mask was right out of EMD's book.

The Tennessee Central FAs had a Frisco-like nose bib and single grille stripe, but the bib was of decidedly different contour than the similar EMD versions, and the stripe terminated under the cab window with just a half-rounded end instead of the EMD arrowhead. Similarly, the black Lehigh & New England FAs simulate EMD styling with a white grille stripe straight to the headlight and a frame stripe, plus a horizontal side stripe that splits into three white cat's whiskers, unlike anything EMD would do.

The Nickel Plate got no EMD cab units, and Alco did the styling on their PAs—with another difficult-to-duplicate pointed stripe plunging down either side of their noses. These long, arbitrarily curved and tapered stripes were avoided at EMD if at all possible—EMD produced an F7 demonstrator set for the NKP in 1949 that duplicated the PAs' colors but with standard EMD curved nose stripes. The NKP herald would have dropped neatly onto the nose door, but the Nickel Plate bought ten more 2-8-4s and didn't return for road diesels until it bought black roadswitchers with yellow stripes. The "Nickel Plate" F7s were sold to the GN.

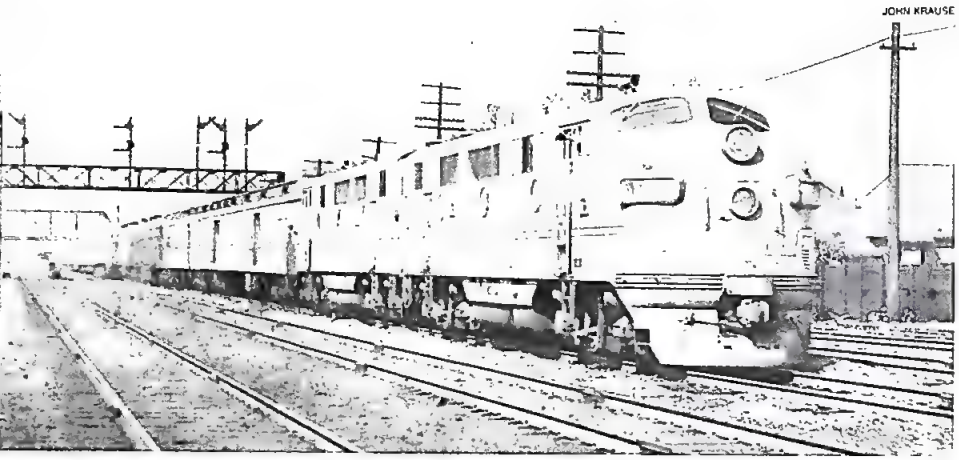
School colors

It is obvious where some railroads got their color preferences: the SP's *Daylight* 4-8-4s, the Alton's red and maroon 4-6-2s, the B&O's *Royal Blue* 4-6-2 and the Wabash's blue and white 4-6-4s,

HAL CARSTENS

ALCO ALSO EMPLOYED stylists to develop paint schemes, and their touch is often noticeably different from EMD's. The long tapering nose stripes and arbitrary ending of the blue panel beneath the cab on Nickel Plate PA 186 was unlike anything EMD would typically do. The fine "Brooks Brothers" pinstripes on the New Haven FAs at Maybrook, N.Y., are also unique—though the grille/windshield "mask" is very similar to the EMD approach. Lehigh & New England FAs show Alco's treatment of the EMD 103 demo theme with a heavier headlight/grille stripe and the bow wave tapering as cat's whiskers.

JOHN KRAUSE



THE MONON opted for different passenger and freight schemes. These passenger F3s use IU's crimson with two shades of gray. Note the typical EMD grille/window "mask."

for instance. Others probably saw something they liked in the artwork shown them by the Styling Section, while some opted for the old school colors. Literally *school* colors. Three sheets of onionskin sketches show the unidentified EMD stylist working up the design for the Chicago & Eastern Illinois' E7s in the orange and blue of the University of Illinois. One sketch notes to add a Mars headlight, and a more complete rendition showing that addition is identical to the three units that were produced. The F3s that followed two years later had a different but typically EMD scheme, retaining the same U of I colors.

The Monon found its loyalties torn between Purdue in Lafayette and Indiana University in Bloomington, and anticipating a postwar streamliner and F-unit fleet, had the Styling Section working on possible paint schemes. Two quickies and numerous sketches show E7s in schemes incorporating Purdue's black and gold with IU's cream and crimson, plus F3s in red with black and gold stripes. The F3 scheme is very reminiscent of the Southern FTs, while one of the E7s has a side panel that looks like the red trim on the CB&Q "grayback" F-units and the other has the full-side arc of the early RI/B&M/MEC E-units. The Monon chose none of these schemes—or E-units—but went with F3s in red, white and gray for passenger power and F3s in black and gold for freight. The passenger scheme looks just different enough to likely reflect extensive customer involvement in the styling, while the freight units exhibit typical classically simple EMD styling.

Not too many people realize that the Chesapeake & Ohio based its livery on school colors: the "blue and maize" of the University of Michigan in Ann Arbor. Michigan's own little railroad, the Pere Marquette, used the blue and yellow on its first diesel, SW1 10, in 1939 and then applied them on its first road units, a pair of E7s, in 1946. The PM was merged into the C&O (which had yet to buy its first diesel) in 1947, and the C&O adopted the PM colors when it began buying its own diesels.

Where did the PM scheme come from? The Styling Section, of course. An undated Bockewicz rendering (at right) shows a blue PM E7 with gold trim and a light gray lower side panel to match stainless steel coaches. Another rendering dated 7/31/45 shows PM E7 101 in the virtually as-built scheme of blue with a yellow bow wave and a wrap-around lower side panel of painted imitation stainless steel. The C&O had EMD slightly simplify the PM scheme for its F7s of 1950 and E8s of 1951, eliminating the imitation stainless. (Many years later, the green and white of Michigan's other big school, MSU, was applied to the Michigan Northern.)

Probably the most extreme case of school colors in recent years was the Terminal Railway of the Alabama State Docks, which didn't want to show favoritism between the state's two best football colleges. In 1968 they took delivery of two SW1500s in a stock EMD two-tone switcher scheme with end stripes. The 681 wore the red and white of Alabama's Crimson Tide, while the 682 was in Auburn's orange and blue (page 75). Interestingly, the light and dark colors were reversed on the two units. At that time, the rest of TRASD's predominantly-Alco roster was similarly split between the two liveries; today all units are in a nonpolitical black and yellow.

Switchers and Geeps

The styling that was so evident on streamliners and four-unit FT sets also applied to switchers. A very early SC demonstrator proposal by Leland Knickerbocker carries a number of the detail elements of the Santa Fe warbonnet. Typical EMD switcher schemes, however, generally involved simply a frame and body stripe or a two-tone paint job separated horizontally just below the cab windows with maybe some stripes near the ends.

While full artwork exists on some switcher schemes, often they would be rendered in colored pencil. In 1953 Bob Flodine did four pencil renderings of Mississippi Central SW9s that included a simple gray with blue ends and three side-stripe schemes done in blue with yellow, red with yellow and black with orange. The railroad went for the black

PERE MARQUETTE rejected the EMD proposal (below right) in favor of a yellow bow wave and simulated stainless steel to match the coaches—but not those head-end cars.

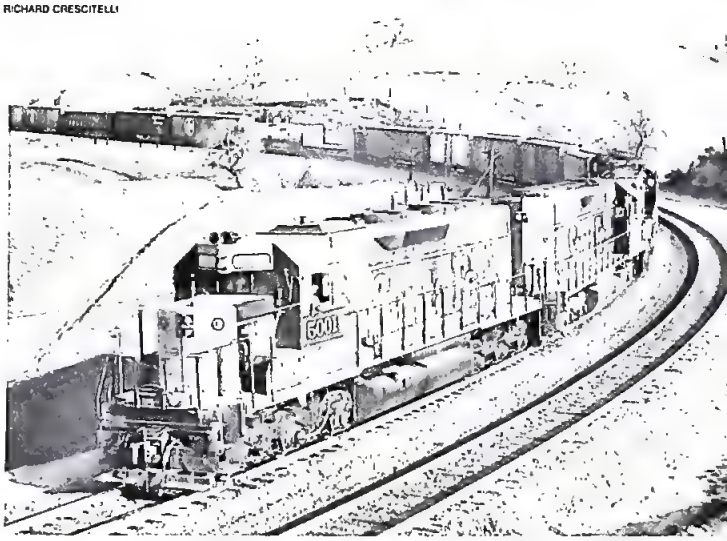
ALL ARTWORK EMD

ALL EXTACHROMES J.M BOYD

SCHOOL COLORS were the basis for proposals for Monon passenger and freight schemes in 1946, involving Purdue's black and gold and Indiana University's cream and crimson. E7 and F3 proposals (above and left) combined three colors, while another E7 scheme (top) had nose/side stripe patterns very similar to the CB&Q's "grayback" F-units (top left, in March 1966). Incidentally, that CB&Q scheme was used on export units for Israel. The Monon decided against E-units but got passenger F3s in crimson and gray (opposite top) and freight units in Purdue's black and gold. F3 108 (below right, Indianapolis, 1965) has its top black dropping beneath the headlight in a "v" like the Wabash (page 56) and wears a nose "mustache" like the Pere Marquette proposal (below left).

TWO PHOTOS JIM BOYD

RICHARD CRESCITELLI



EVEN SOLID BLACK schemes were handled by EMD with a touch of class. One of EMC's very earliest "don't shake up the steam engines" liveries was solid back with frame and hood stripes, shown on SP 1316, a 1941 NW2. KCS GP7 155 got the same scheme in 1953; in the early 1960s the Illinois Central altered its identical scheme by painting the full frame edge white to ease painting. Santa Fe's blue and yellow hood unit scheme is just the IC/KCS theme with big lettering and yellow ends!

H L KELSO

with orange stripe and added white pinstripes to separate the colors. Similarly, in 1950 Ben Dedek did a series of pencils for the Louisiana & North West's two SW8s that were direct "steals" of the GN green and orange, DL&W's passenger maroon and gray, and Maine Central's maroon and gold done in bright red and yellow (page 75). The latter was chosen, and it was so stunning that when the SW8s were sold to neighbor North Louisiana & Gulf in 1969, they adopted the L&NW scheme as their own and subsequently had it delivered on new MP15DCs!

In the mid-1940s Dedek also did an extensive series of pencils on proposed EMD demonstrator switchers, mostly in black with silver, maroon and green accent colors. In 1950 one of the handsomest of the EMD demonstrator schemes (maroon, red and gold) was applied to SW8 800; that scheme was adopted by the Norfolk & Portsmouth Belt in 1955, and it graces the majority of their units today (page 75).

By the time the Geeps and SD7s came around, most railroads already had both road and switcher schemes; consequently, little really new ground was broken with hood unit styling. One stock Geep design is notable, however, best typified by the Illinois Central's black Geeps. This simple scheme, dating back to some of EMC's earliest switchers, involved a white horizontal pinstripe around the hood just beneath the radiator grilles (duplicating almost exactly the same stripe from the FT 103 demonstrator) and adding only a stripe on the frame, a herald on the cab and number on the long hood. One or more of these elements found their way onto almost every Geep scheme that followed. The KCS had the IC scheme duplicated exactly except for putting the number on the cab and spelling out their name on the long hood—and B&O got the same thing in blue and yellow. The Santa Fe version added yellow ends and lowered the stripe across the cab windows but otherwise used the basic IC striping.

Conclusions

From the simple standpoint of space, there is no way we can fully illustrate all of the variations and combinations of EMD paint schemes. But with the information that has been presented here, it is our hope that when other authors and researchers delve into individual railroad histories, they look to EMD and its contemporaries for color scheme development.

This article cannot be the final word on the subject of EMD's styling efforts, as more and more facts—and probably a few contradictions—are sure to be uncovered. But just being aware of the potential contributions of the locomotive manufacturers in the area of styling should have us all looking at paint schemes from a somewhat different perspective from here on.

What really happened to Winton.

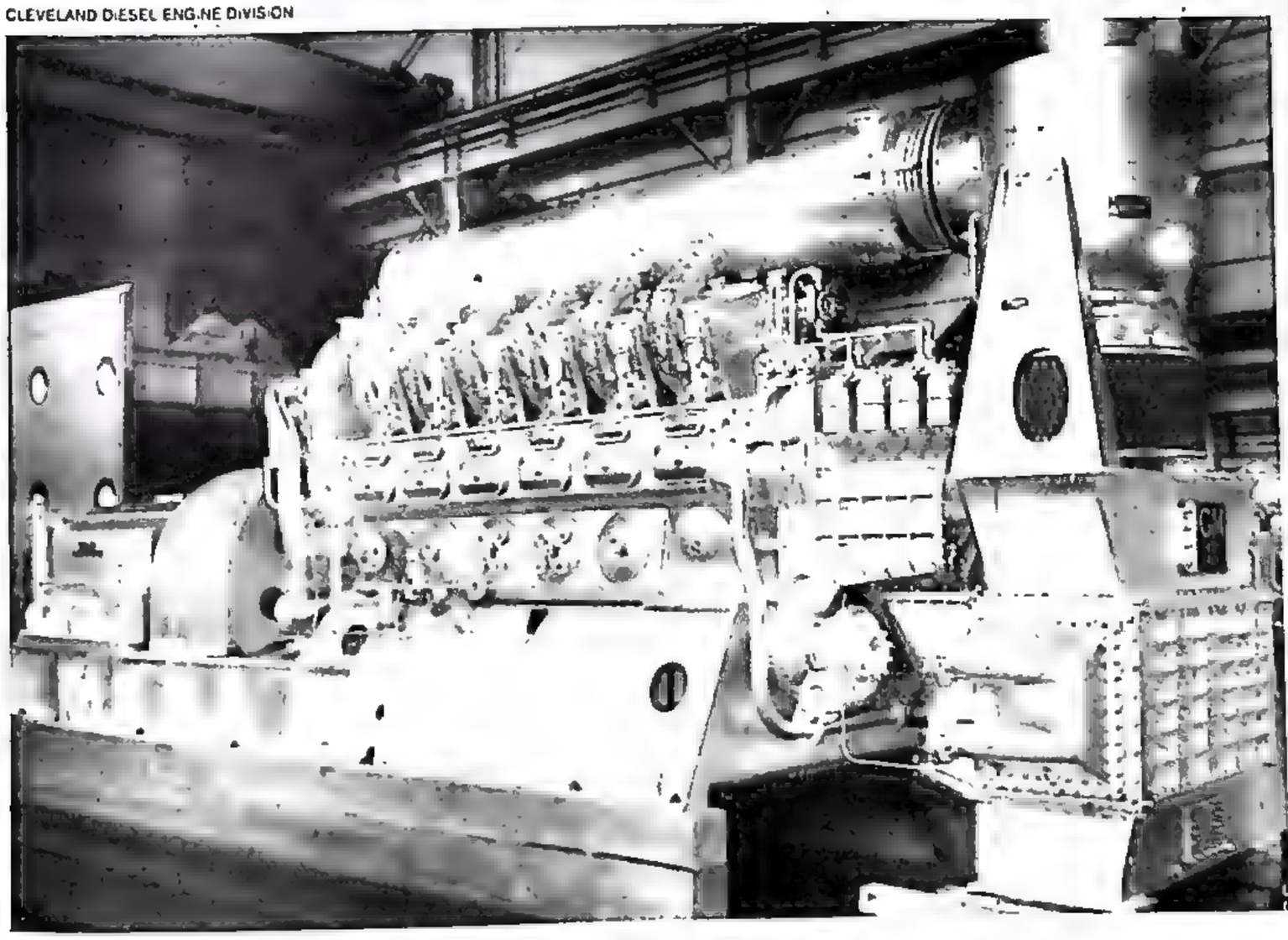
by Win Cuisinier

While the Winton Engine Company did eventually become part of the Electro-Motive Division of General Motors, an error was made in the description given in the November 1984 issue of RAILFAN & RAILROAD. Winton engine was not merged into Electro-Motive in the 1930s but rather became the Cleveland Diesel Engine Division of General Motors, building its own independent line of diesel engine models throughout the World War Two period, as well as marketing Electro-Motive 567 engines for marine and stationary service. The Cleveland Diesel Engine Division was finally phased out, and some of its remaining personnel were taken into Electro-Motive between 1958 and 1960.

The Winton Engine Company Model 201 and 201A (8"×10") two stroke cycle engines were originally designed as general purpose marine, stationary and rail engines. In 1935, the company was developing its much-improved Model 248 engine, of larger bore and stroke dimensions (8½"×10½"), designed around the requirements of submarine service but also suitable for the same stationary and marine application market as its predecessor. As a design compromise, the construction of the Model 248 was not ideal for railroad service, and development was begun in the fall of 1936 by Winton, Electro-Motive and GM Research on the 567 engine. It should be noted that the 201A and the 248 were full-length-bedded engines, designed for the requirements of marine service, where the engines are subjected to extreme pitch and roll of the vessel. This type of construction, intended to secure the engine against the substantial sturcture of a ship, was very expensive and not the best suited to a locomotive application, where the engine is subjected to a jolting ride and rapid accelerations as a result of track conditions. Principal objectives of the 567 design, outlined in a 1951 report to the ASME presented by E.W. Kettering, were (1) simplified and more rugged crankcase construction, (2) reduced cost of the engine, as the 201A and 248 were very expensive, and (3) achieving the maximum power output feasible in the space constraints of a locomotive carbody.

The decision to produce the 567 at the new La Grange facility of Electro-Motive put General Motors' rail engine and locomotive production operations

CLEVELAND DIESEL ENGINE DIVISION



UNLIKE a four stroke cycle diesel, a two stroke cycle engine has no intake stroke and cannot draw air past a standing turbocharger when starting. This front view of a Cleveland 12-498 (circa 1956) set up for marine propulsion application shows a free-wheeling turbocharger (top right) above the rectangular aftercooler radiator and in front of the roots blower needed to supply the air for starting. EMD studied similar arrangements for turbocharging the 567, but the space restrictions encountered in locomotives presented too much of a problem, and they went on to develop their now-familiar gear-driven turbocharger which has the aftercoolers mounted in the air delivery ducts and does the same job in a much smaller package.

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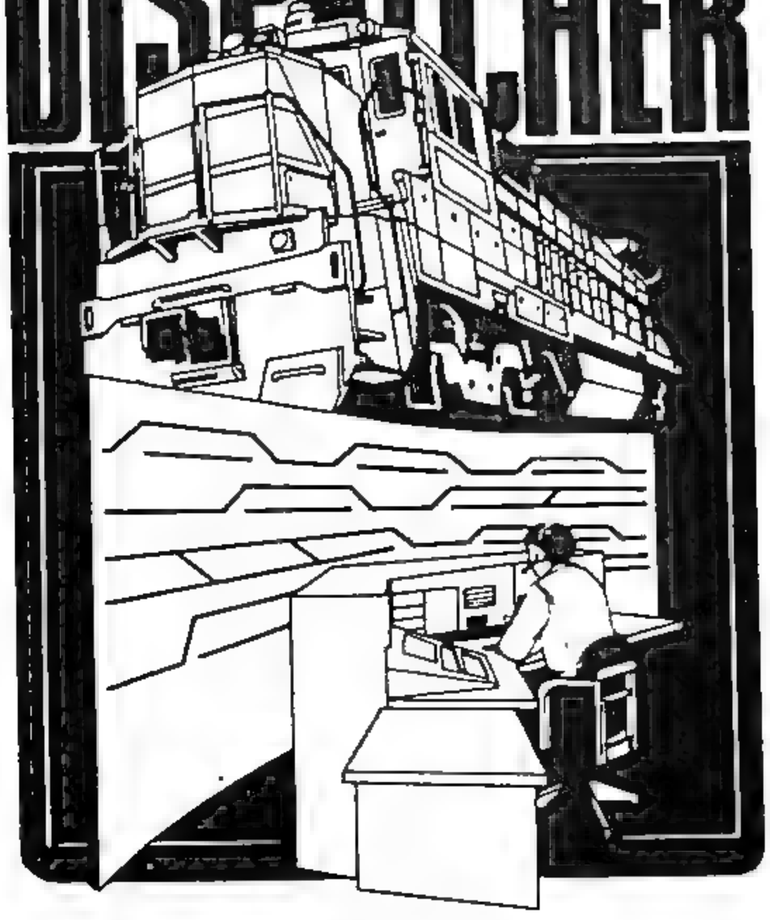

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under the same roof. Winton Engine, which became the Cleveland Diesel Engine Division around 1938, continued to develop its line of engines for marine and stationary application. The Model 248 was primarily applied to submarines and submarine tenders, and was followed by the simplified Model 278 "commercial" engine (8½"×10½"). An increase in cylinder bore size resulted in the 278A (8¾"×10½"), produced in V6, V8, V12 and V16 configurations, which was built in tremendous numbers as Cleveland's production standard for most of World War Two and the years which followed. A smaller 268 and 268A series of inline engines was developed for auxiliary and small vessel propulsion applications. It should be mentioned that the Cleveland engine models are engineering project numbers, not swept displacements as used by EMD. The 278A engine displaces about 632 cubic inches per cylinder. The gaps between Cleveland Division diesel engine model designations were taken up by gas engines, pumps, air compressors, small tandem diesel and gas engine skid mount installations and multitudes of other design projects undertaken by the firm.

Unlike EMD, the Cleveland Diesel Engine Division built four stroke cycle diesels in similar horsepower ranges to its two stroke cycle design. One common example is the Model 258S (9½"×12") V16 engine which produced 1800 horsepower at 900 r.p.m. and featured twin turbochargers and firing-order-tuned exhaust manifolds. The company built some very unusual engines as well, including vertically-mounted 16 cylinder two cycle diesels for subchasers and submarines (Models 184A and 338) which were described as "radials," but were actually four banks of four cylinders each, arranged in "X" configuration.

Cleveland also turbocharged their two stroke cycle diesels, experimenting with a turbo 278A before introducing the production Model 498 in V8, V12 and V16 configurations. In an interesting contrast to the gear-driven turbocharger approach taken by EMD, Cleveland used a free-wheeling turbo feeding air to a roots blower in their engines.

Cleveland's business position after World War Two was weakened by the sale of war production engines directly to potential commercial customers through the War Assets Disposition Board, which cut the company's business significantly. Meanwhile EMD was busy producing locomotives for the dieselization of the nation's railroads, enjoying a much stronger market position and even invading the marine business as a result of the excellent reputation their 567s had achieved in Navy tugs and LSTs. In the group of engine manu-

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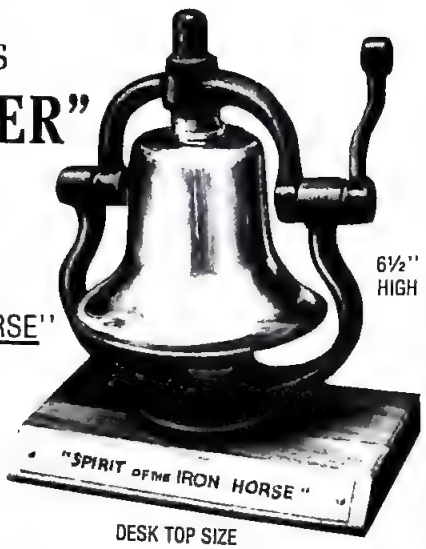

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facturers which produced diesels in the 500-2000 h.p. range (Cleveland, EMD, Fairbanks Morse, Alco, Baldwin, Hamilton/Lima and Cooper-Bessemer), those involved in locomotive production had a postwar market which had not been swamped by war surplus material. The locomotives built for the war effort tended to stay overseas, whereas the ships returned home—many were scrapped, with their engines sold into the commercial market.

Between 1958 and 1960, Cleveland Diesel's facilities were phased out and many of their remaining technical people were absorbed by Electro-Motive. The last Cleveland Diesel engines to be built were a Navy order of spare nonmagnetic (stainless steel) engines for minesweepers and were actually constructed by EMD at La Grange around 1962. In the early 1970s, EMD decided the parts support for the Cleveland engines could not economically be handled by the division, and all blueprints, parts stock and rights to the Cleveland Diesel engines were sold to the Hatch & Kirk Company of Seattle. Recent discussions with Hatch & Kirk involving a historical restoration project disclosed that the 201A is no longer a supportable engine. The 248, 268, 268A, 278 and 278A engines, however, are quite common and continue to operate successfully in the marine and stationary engine industries.

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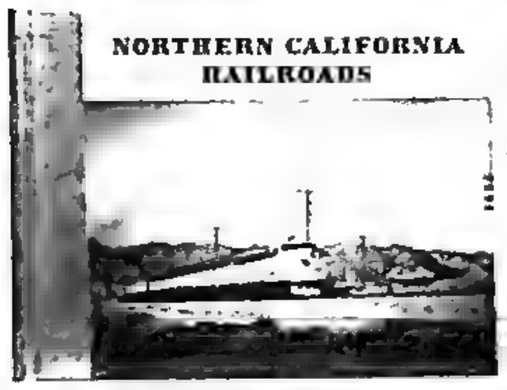

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Back around 1968 I saw a tape/slide presentation on Chicago's Union Station put together by Mel Patrick, and it was the most impressive slide show I'd seen to that time. Since then I've put together two tape/slide programs myself, worked on a group project on a third and seen about a dozen additional efforts, about half of which were directly inspired by Mel's program. Although they are considerably more work to assemble than a typical railfan slide show, tape/slide programs are very easy to handle on repeat showings and achieve a status of permanent significance.

The techniques and equipment used for such shows range between the full-blown "high tech" presentations with multiple projectors and tape-synchronzed faders to the single-projector and cassette tape "first generation, non-turbocharged" tape/slide shows. My programs have all fallen into the latter category, not because of any quibble with the high tech but as a result of simple poverty—I only have one projector and don't want to invest the bucks in an expensive fader unit.

In early 1984 I decided to assemble a program entitled "Who Says Steam is Dead?" for RAILFAN'S tenth anniversary, and a number of the people who've seen it have asked how it was done. Since the techniques are relatively simple and involve a minimum of special equipment, it's something almost anybody can do. So here goes.

My program consists of 35mm slides in a series of Kodak Carousel trays. The sound portion is on a simple tape cassette that provides the narration and music. I "learn" the program and manually advance the slides to keep them in time with the tape. I do not use any kind of tone, signal or "advance-the-slide" cue on the tape, relying rather on my own knowledge of the program to make it work. This is not the best way to do a program, but it *is* the least expensive, and it does work.

The entry-level equipment needed to produce the tape is a "living room quality" home stereo system with a cassette deck whose input can be manipulated. I used a component system with separate receiver/amplifier, tape deck and turntable—a "ghetto blaster" recorder with built-in microphone or a small non-professional "portable" recorder most likely won't produce satisfactory quality unless used as a component in a larger system. I have found that I need the receiver/amplifier and living room speakers when playing the program to provide satisfactory quality in the music for an effective presentation in a large room—the program can sound pretty poor and loose its impact if played back on a small "tinny" system.

Whenever I show my program, I make every effort to bring along my own equipment to ensure good sound—when traveling to places where I can't bring my own system, I've been stung about half the time by sound systems that weren't up to par for one reason or another. It *always* pays to test the system many hours before you have to give the show when using somebody else's equipment so you have time to correct any problems that may arise.

The simplest way to make the tape is to lay any music or sound effects on one side of the stereo track and put the voice narration on the other. Almost any tape deck will have individual level controls for stereo "right" and "left," and I use this for mixing the sound. When using a stereo phonograph record for background, I use a "Y" connector to take the stereo output from the turntable and put it on only one channel of the tape deck. The microphone then goes to the other channel, and you're ready to go.

Since you do not want the music to feed through the mic when doing your narration, I used a headset to monitor the music. Although it is easier if you have one person to handle the music and recording levels while someone else does the narration, I found that I could handle the whole job myself once I got things arranged properly.

One word here about microphones. I had done an earlier program using the typical "cheap" mics that come with home cassette decks, and the results were okay—but I borrowed a studio-quality mic from a friend who'd been in the radio business, and it made a very noticeable improvement in this latest production. Depending on your system, I think buying or borrowing a quality mic would be well worth the effort.

I found that the voice sound level was very critical, with the distance between the narrator and the mic being the most important factor. I set the mic in a stand atop a small table so that it was at just the right position when I was sitting in a chair; I concentrated on reading the script in a normal speaking voice without moving back-and-forth and was able to produce pretty good results without having to "ride" the level on the recorder. If you have an experienced sound man to handle things while you narrate, this isn't a problem, but if you're doing it by yourself, like I did, you have to pre-set and work with it from there—you can't narrate and ride gain on yourself.

I did a lot of trail-and-error playback to get the levels and mix proper between the background music and the narration. You want to fade the music under when voice is being used and then bring it up to "normal" volume when the narration ceases. I found a tendency to get the music a little too high under the narration—on a quality playback system, the music will come through surprisingly well at low levels. Music that is too loud will compete for attention with the narration and tend to garble what is being said.

When the show was completed, I borrowed a friend's cassette deck and made a duplicate tape to use for playing "on the road" so that the master could be kept safely at home. I found that with the voice and music on separate tracks, the levels could be adjusted during the duplication process, and using the PAUSE button and the level control on the second recorder, I could correct things on the

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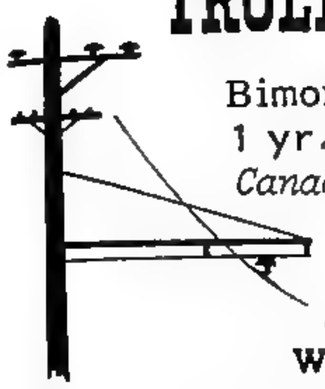

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dupe I didn't like on the master, such as a few too-long pauses or awkward transitions. As a result, the "working" tape is actually better than the master.

In preparing a tape/slide show there are two things I strongly recommend. (1) Write out the script, and (2) make the tape first and select the slides to match the tape.

Regarding (1), when doing my first program over ten years ago, I tried to "wing it" by projecting the slides and narrating the show as I went along. It worked, but it was rough. I stumbled over the lines, made mistakes and had timing problems—and you could hear the projector humming and slides being changed in the background (that tape was since redone completely from a script timed to match the original). On the new program, I wrote out the entire script—typewritten, for easy reading—and then timed it out with a stopwatch to match the anticipated slides and variations in the music. Then all I had to do was read it into the mic as the background music played.

I used a stopwatch and would note the script like this: 0:00 start record. 0:10 fade record and begin, "Most of us . . .". Fade up music when narration is done. 2:17 fade music and resume narration. Etc.

The length of the background music would determine how much narration could be handled in one "take." With nothing in the background, you can hack and chop the narration as often as you wish, but once the music starts, you have to go all the way through to the end with the narration (though you can "end" early with a fade-out on the recorder). If you bungle it, you have to start over at the beginning of the music. While studio-quality equipment and mixers might let you save one track and correct the other, this typically cannot be done on inexpensive decks.

Concerning (2), while you will script the program with certain slide sequences in mind, it is much easier to add or delete a few slides to smooth out the final production than it is to alter the tape. I found that the slides in the final production were often rather different than I'd envisioned during the writing of the script, because something in the music or the timing of the narration would require different pacing than had been anticipated. It's much easier to edit the slides than change the tape, so stay flexible throughout the production and don't "force" something that doesn't quite work—and don't be afraid to change some slides months later if you find parts that don't seem to fit right.

We'll continue this in the next issue.

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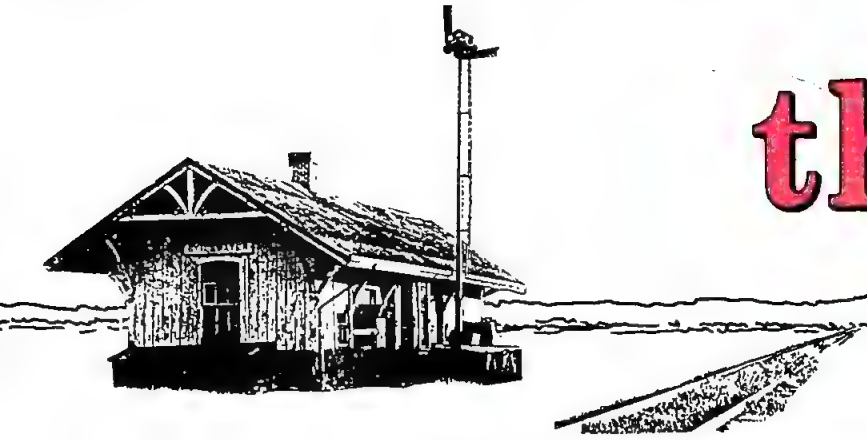

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BY JIM BOYD

JIM BOYD

NICKEL PLATE BERKSHIRE 765 is wheeling grandly downhill through Dixon, Illinois, on the C&NW with a 20th Century Railroad Club excursion from Chicago to Sterling on September 15, 1984. The black smoke is covering two Executive F7s and a consist of bilevel commuter cars and a couple of Super Domes. It was a pleasure to see the 765 again wearing her conventional headlight and no Mars.

Another steam homecoming

After an absence of 26 years prior to 1982 when C&NW 4-6-0 1385 returned steam to my old hometown of Dixon, Illinois, we've had a new engine added to the list each year. In 1983 N&W 611 made two trips over the C&NW to Sterling, Ill., and back, and on September 15, 1984, Ft. Wayne's NKP 2-8-4 765 passed through a 20th Century Railroad Club trip to Sterling and back (they went to Janesville, Wis., on Sunday).

Like last year with the J, I made a special trip back to Illinois to see the Berk on my home turf. And this year we managed to beat the train from DeKalb to Dixon and got a fine shot of the 765 sweeping downhill past the depot—that was supposed to be torn down two years ago and has somehow managed to survive.

There was quite a gathering of the faithful in the photo line for the eastbound run uphill, with old friends and new friends all intermixed. It was definitely a social gathering, for the actual photo against the low evening sun was pretty poor.

Waiting for the train, we wandered around the depot and picked out some vintage graffiti from the "Dixon Gang's" days of sitting on the baggage wagon waiting for brand new GP30s—the more recent graffiti that almost buries it is a lot less tasteful. (How come *we* were making a mark for history while *they* were just vandalizing the depot?)

The passage of the 765 up the eastbound ruling grade was less than fulfilling. Not only was the light wrong for the shot, but a maintenance crew was repainting the nearby city water tower with an incredibly loud air compressor that let the 765 be seen but barely heard. And you guessed it; as we were loading into our cars after the train passed, they shut down the compressor.

It wasn't perfect, but it was home.

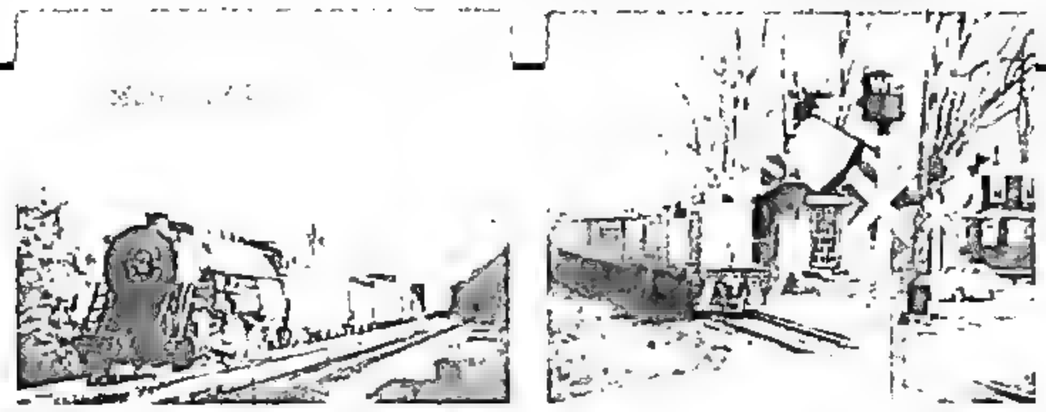
Documenting DL&W history

Bob Bahrs and John Willever of the Tri-State Chapter NRHS in New Jersey have been working for over a year on a very worthwhile historical project, identifying and cataloging a massive collection of glass plate negatives at Syracuse University. As Bob tells it:

"In the early 1960s Erie Lackawanna President William White donated to Syracuse University a large collection of company files and a series of glass plate negatives taken by DL&W company photographers between 1900 and 1932. Unfortunately, a catalog list of the negatives, taken by William Barry and Watson Bunnell, was not conveyed with the collection, and no known complete listing exists today. A small percentage of the plates

BOB BAHRS

GLASS PLATE NEGATIVES of DL&W scenes are inspected and cataloged at Syracuse University by (l to r) Fred Hall, George Brill, Angelo Verrone and Bob Bahrs in a project sponsored by the Tri-State Chapter NRHS of New Jersey.



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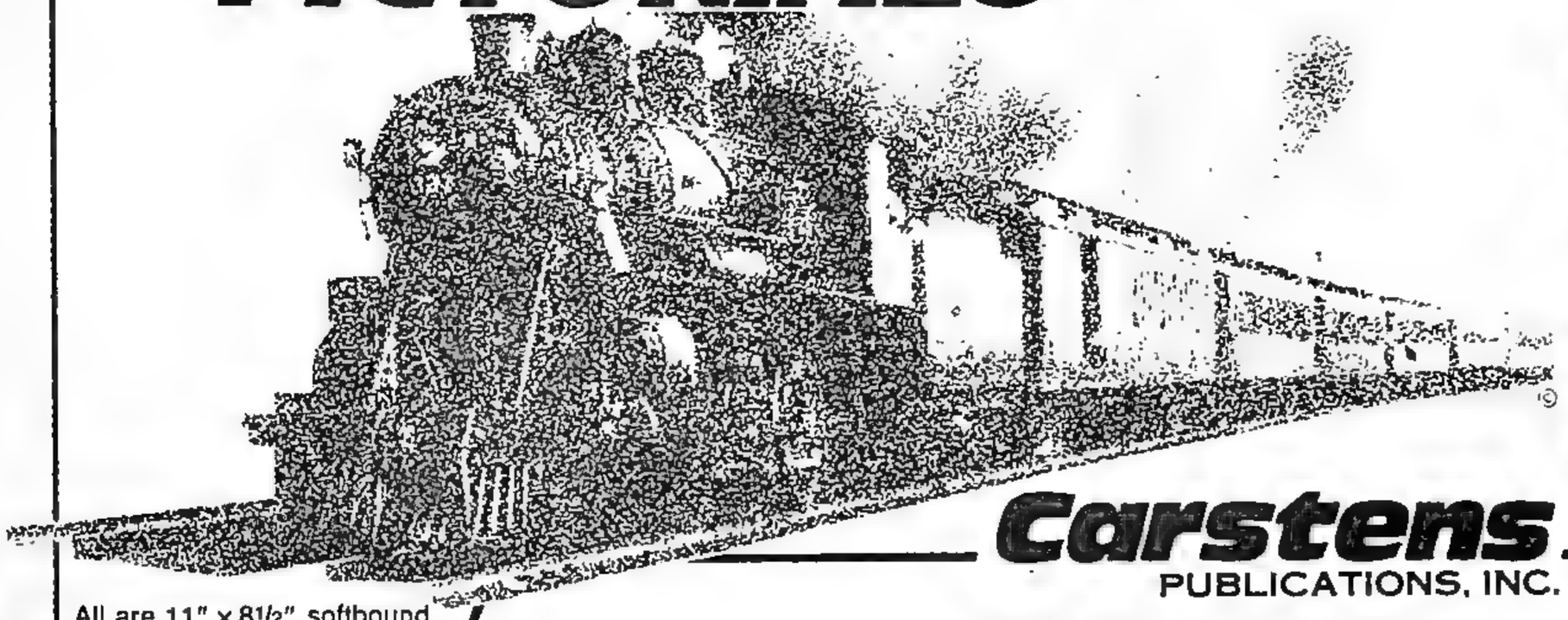

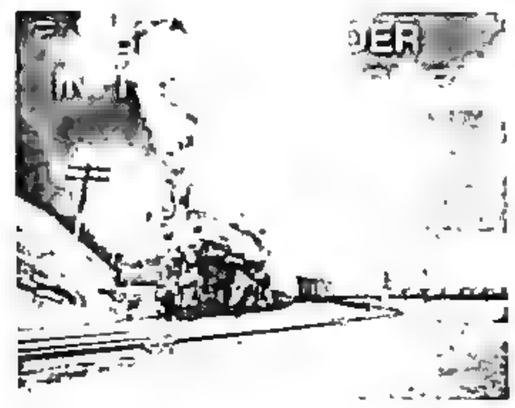

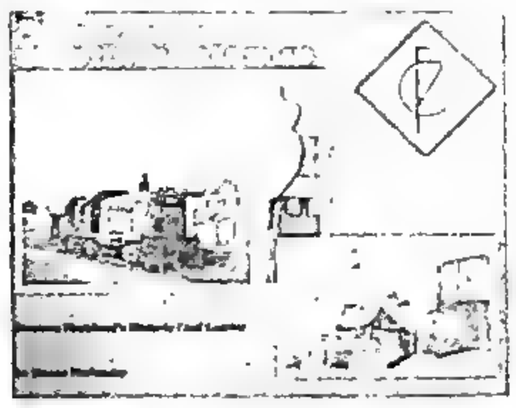

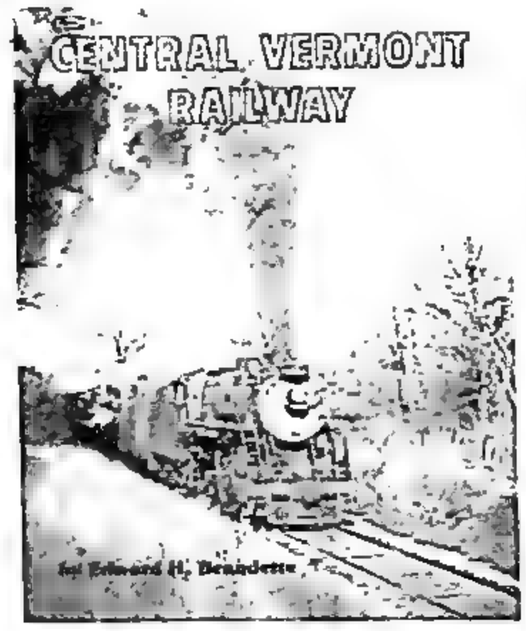

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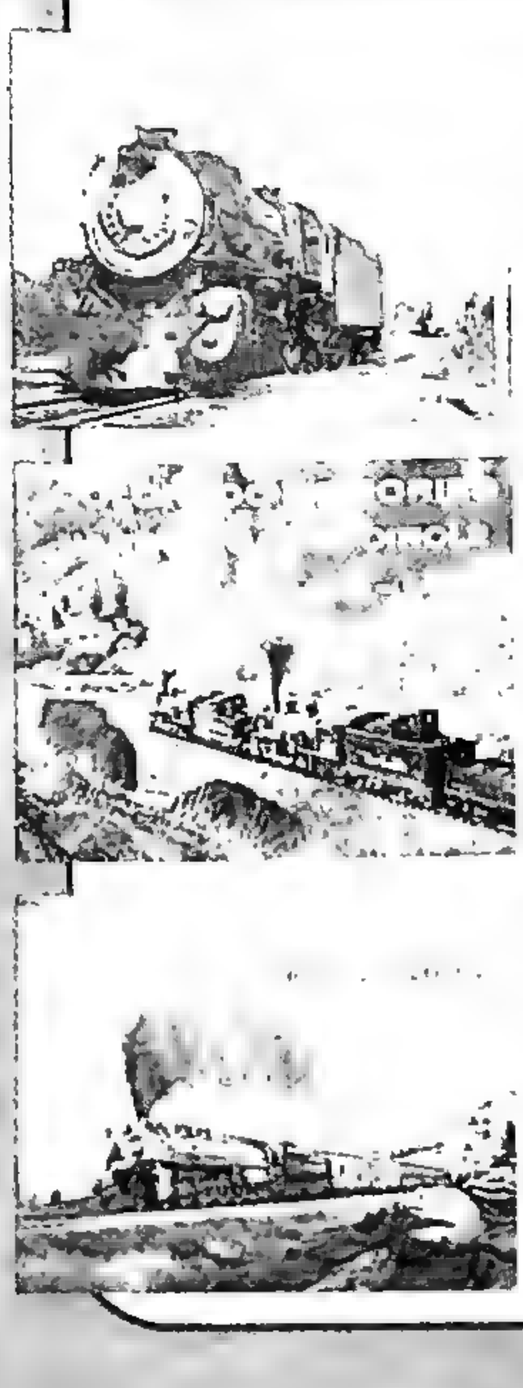

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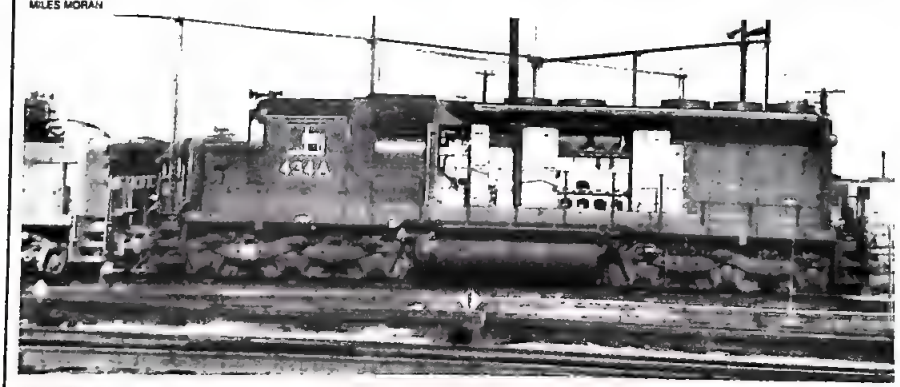
Not in the Wheel Report — By JOSEPH EASLEY

"Have that brakeman's eyes examined before he makes another trip!"

was identified and cataloged by the late Tom Taber, but a large portion of the approximately 15,000 plates has not been recorded."

With time slipping away and taking with it the people who remember what the now-dismembered DL&W looked like, the Tri-Staters gathered a group of veteran DL&W railroaders and began treks to Syracuse

MILES MORAN



SHEEP DIP BLACK EMD test unit 434A at SP Taylor Yard in L.A., November 3, 1965.

where they would work in day-long shifts trying to identify the locations and any significant features showing on the negatives. The initial results were impressive, with nearly 2000 plates identified.

The DL&W men who helped on the project included Fred Hall, retired road foreman of engines from Scranton, with the road from 1922 to 1970; George Brill, retired MofW mechanic with 46 years on the Syracuse and Utica branches; and Angelo Verrone, a track supervisor with the DL&W from 1941 to 1972—perhaps the only living man who can lay claim to having walked the entire DL&W many times over. Also involved was photographer John G. Anneman, a colleague of Brunnell, who worked out of Scranton from 1911 to 1917.

Project Chairman Bahrs is presently trying to track down the relatives of company photographer William Barry (with the railroad 1900-1932), who continued to do contract work for the DL&W from his studio in East Orange, N.J., until 1945, when he seems to have "disappeared" along with the negatives he shot during that period. If anyone knows about these people, contact Bob Bahrs at 201/361-3431.

Steinheimer's photo

Y'know, it's bad enough when you leave off a photo credit, but when the photographer is Dick Steinheimer and the photo is of the editor himself—that's gettin' pretty bad. The photo in question was on page 63 of the September 1984 issue of Ted Benson receiving his R&LHS Article Award in Sacramento with Ed Tyner and Editor Boyd. Our only excuse is that we had it properly on the artboard, but it was "covered up" when the issue was stripped up at the printing plant. We didn't catch it on our proof copies. Sorry 'bout that.

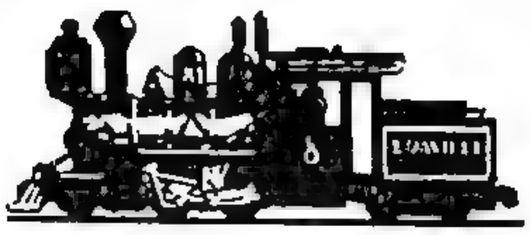
Sheep Dip Black

Our old friend Miles Moran from the West Coast sent us a letter commenting on our November issue. He observed:

"Loved your piece on EMD paint schemes. I've enclosed my favorite EMD paint scheme as exemplified by one of the SD40 test units, the 434A at SP's Taylor Yard in Los Angeles on November 3, 1965. I understand it was called Sheep Dip Black."

In spite of all of its experience with the stylish streamliner schemes, EMD was no stranger to "basic black," and we may as well credit/blame them for that, too. Back in the mid-1960s they fielded a set of prototype SD40 test units that included the 434 in unlettered Santa Fe blue and yellow and eight solid black modified SD35s carrying 645 engines and SD40 innards. These were the 434A through 434H. Also included in this group was the 433A, a GP35 body with SD45-style flaired radiators; it was the prototype GP40, also in solid black. These SD40 test beds are listed in EMD's records as "Model 434" locomotives, and the 434A-H wound up on the Union Pacific as 3040-3047. The 433A became IC 3065 and was subsequently wrecked and rebuilt minus its distinctive radiators. The blue 434 became GM&O 950.

In the late 1960s EMD repeated its "Black Maria" ventures with a group of GP40s in featureless black with two-digit numbers that were the "loaner" units to replace GP40s that were going through recall maintenance to repair cracked bolster center bear-



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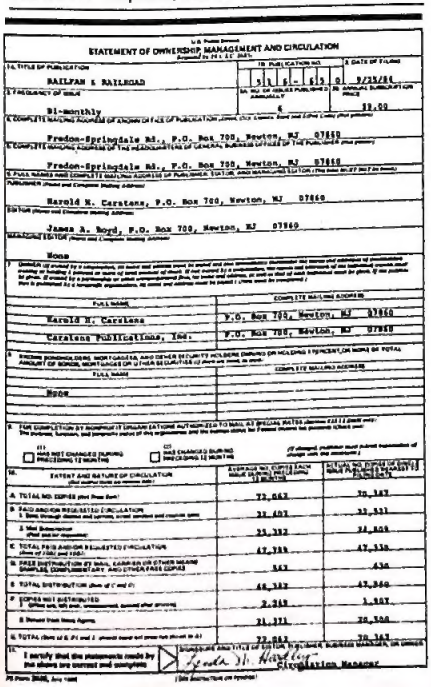

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WANTED: Sounds of steam railroading, all roads, all countries. Especially interested in old in-service sounds of U.S.A. & Canadian roads. Will appreciate hearing from anyone with unpublished sound willing to make copy of tapes for my personal use only. Ron Rumer, 543 E. Geneva Avenue, Philadelphia, PA 19120. 185

WANTED BURLINGTON Pioneer Zephyr Railroadiana. Publicity material plus slides, movies, negatives and other kinds of items. Also material on 1934 film "Silver Streak". Walter J. Brasen, 1002 Mitchell, Elmhurst, IL 60126. 185

WANTED: Quality, original slides of Union Pacific Centennials. Will purchase or trade for CN Alco's. Bruce Hollett, 5538 Merkel Place, Halifax, N.S. B3K 2H8. 185

WANTED: STEAM locomotive builder plates. Collector buying older varieties. Godshall, Box 156, Perkasie, PA 18944. 385

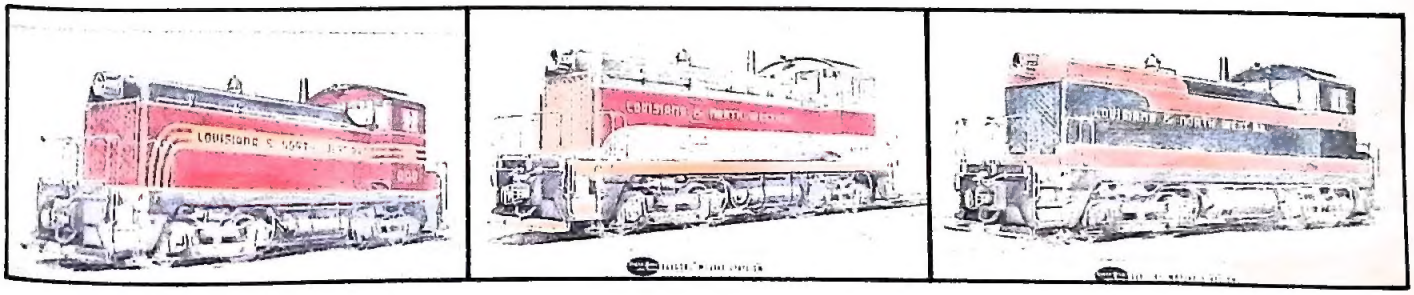
BOOKS WANTED! Railroad and traction book collections wanted. Will buy one or 100. Tom Bjorkman, 128 Lake Drive East, Wayne, NJ 07470. 185

THE ROCK ISLAND'S "winged *Rocket*" introduced on GP7s in 1951, was one of the most colorful locomotive schemes of all time. An obvious product of EMD's Styling Section, those wings were variations on a common switcher theme and were used on other less dramatic Geeps, such as those of the Butte, Anaconda & Pacific. The 1296 was westbound somewhere in Iowa in 1962.

Geeps and switchers

ALL EKTACHROMES (N&PB KODACHROME) JIM BOYD

NORFOLK & POSTSMOUTH BELT adopted the EMD demonstrator paint scheme used on SW8 800 in 1950 and has the bulk of its fleet in those colors today. SW1200 115 was at Norfolk in April 1983. The idea of school colors was carried to an extreme on the Terminal Railway of the Alabama State Docks; its two SW1500s delivered in 1968 (left) wore Bear Bryant's crimson and white on 681 and Auburn's orange on 682.



LOUISIANA & NORTH WEST bought two new SW8s in 1950, and Ben Dedek did a series of pencil renderings of proposed paint schemes—all obvious "steals" of some very well-known liveries. Above right is Great Northern's green and orange, while the center is the DL&W's gray/yellow/maroon (remember, 1950 predates the more obvious "Erie Lackawanna"). The scheme above left, the B&M/MEC maroon and gold, was chosen, with the maroon changed to bright red, as shown on the 40 at Magnolia, Ark., in 1968. In 1969 the two SW8s were sold to neighbor North Louisiana & Gulf, which adopted the scheme as its own and had it delivered on its new MP15DCs in 1975.

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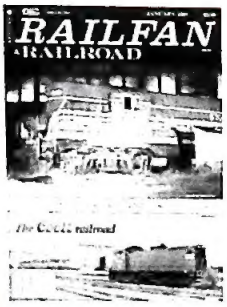

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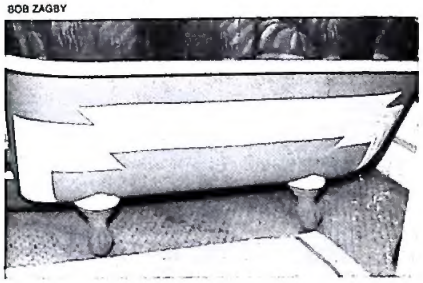
ings. Probably the best known of these was the 21, which became TP&W 1000 and ran around for years in Sheep Dip Black before being repainted red in 1974.

Unlike the demonstrators/test beds/loaners, though, I don't think we can blame EMD for the oppressive black drabness of the Penn Central or N&W/NS. That's the "dark side" of the modern era at work.

BOB ZAGBY



REVENGE of the *Mercury?*

The ultimate NYC scheme?

It's readily acknowledged that the New York Central had streamlined steam locomotives that "looked like upside-down bathtubs." Well, Bob Zagby of Brooklyn, N.Y., carried that logic to its ultimate extreme and applied the EMD-designed NYC lightning stripe paint scheme to his bathtub!

An NYC modeler, he confesses, "I did it one weekend when my wife was away."

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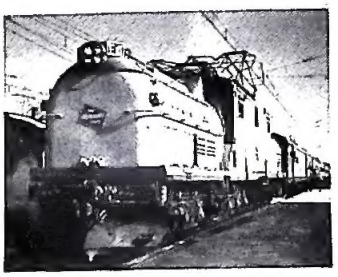
Those Magnificent Trains™

1985 Calendar



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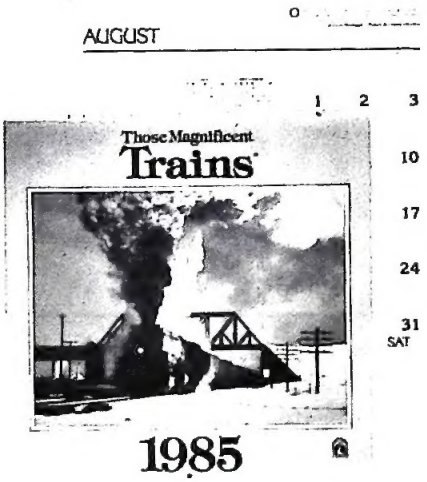

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